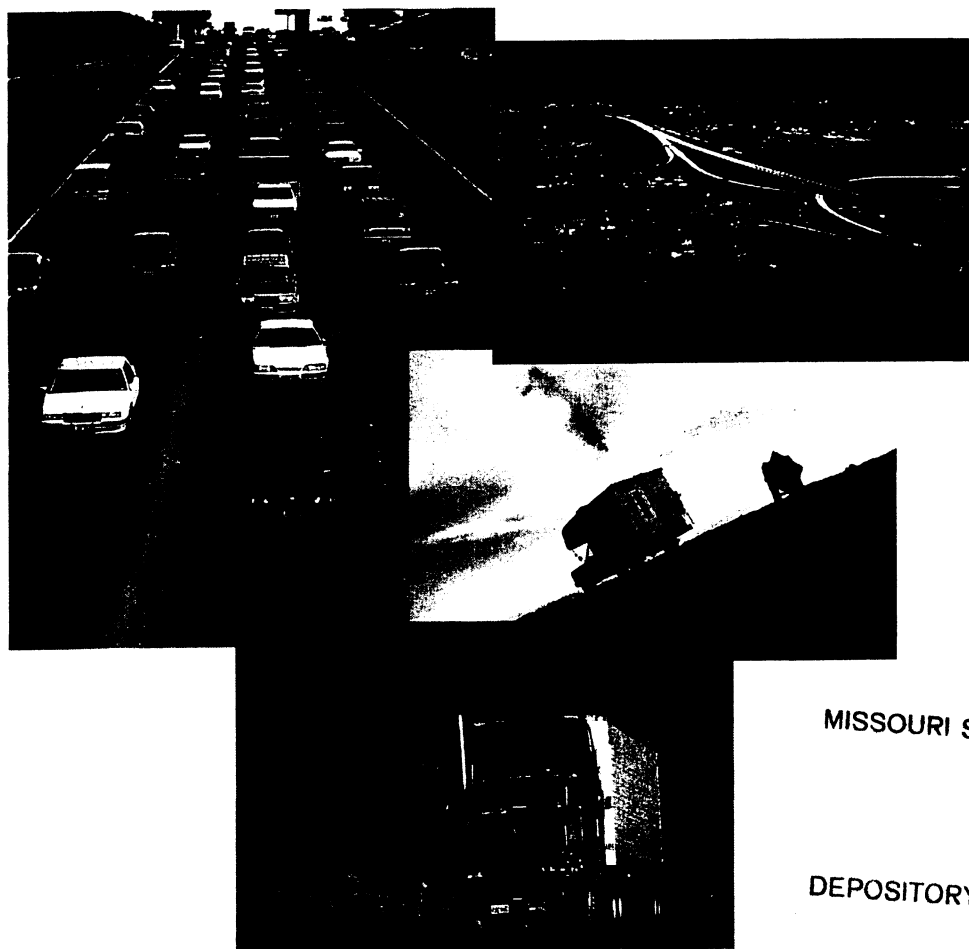


**State of Missouri
2001**

HIGHWAY SAFETY PLAN



MISSOURI STATE LIBRARY

DEPOSITORY DOCUMENT.

Missouri Division of Highway Safety

Department of Public Safety

P.O. Box 104808

Jefferson City, MO 65110-4808

(573) 751-4161



Mel Carnahan, Governor

*Gary B. Kempker, Director
Department of Public Safety*

*Joyce F. Marshall, Director
Division of Highway Safety*

August, 2000

According to 23 USC Chapter 4-Highway Safety Act of 1966, enclosed is the 2001 Highway Safety Plan for the State of Missouri.

While numerous people were instrumental in the development of this Plan, special thanks are expressed to Ron Beck and Phyllis Emmel of the Statistical Analysis Center, Missouri State Highway Patrol. The data and evaluation provided by the Center established the foundation for this work.

Questions or comments concerning this report should be directed to Vicky Williams, Missouri Division of Highway Safety.

Sincerely,

A handwritten signature in black ink that reads 'Joyce Shaul'. The signature is written in a cursive, flowing style.

Joyce (Marshall) Shaul
Director

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STATE OF MISSOURI
2001 HIGHWAY SAFETY PLAN
PROCESS DESCRIPTION

Mission

The mission of the Missouri Division of Highway Safety (MDHS) is to reduce the number and severity of traffic crashes occurring in our state. This is accomplished through implementation of the Governor's Highway Safety Program according to the federal Highway Safety Act of 1966 and subsequent modifications.

Highway Safety Plan

The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) which is submitted to the Governor, the National Highway Traffic Safety Administration (NHTSA), and the Federal Highway Administration (FHWA). This document describes how Missouri's Federal 402 Program appropriation will be used to promote highway safety in our State. The 2001 HSP encompasses the federal fiscal year October 1, 2000 through September 30, 2001.

The Plan is administered by the Director of the Missouri Division of Highway Safety and overseen by the Director of the Department of Public Safety who serves as the Governor's Highway Safety Representative.

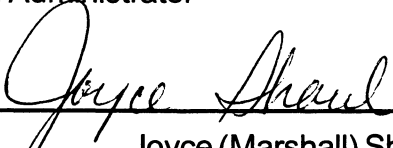
State Problems—State Solutions

State and local problem identification data will drive the state programs. The HSP will be a performance-based, dynamic plan. Such a Plan allows for continual revisions and modifications in order to enhance the outcome of our efforts.

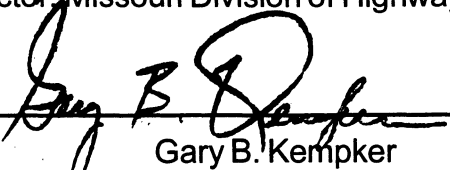
Submission

The Missouri Division of Highway Safety herewith submits the 2001 Highway Safety Plan to:

The Honorable Mel Carnahan, Governor
Romell Cooks, NHTSA Region VII Administrator
Allen Masuda, FHWA Region VII Administrator



Joyce (Marshall) Shaul
Director, Missouri Division of Highway Safety



Gary B. Kempker
Governor's Highway Safety Representative

OVERVIEW

Problem Identification

Problem identification involves the study of the relationship between collisions and the characteristics of population, licensed drivers, people using the roadways, registered vehicles, vehicle miles, and roadway engineering. Drivers are classified into subgroups according to age and gender. Vehicles are classified according to vehicle type. Roads have been classified according to location (urban vs. rural), safety design, appropriate signing, traffic volume, etc. Collisions are further analyzed by time of day / day of week / month of year, driver subgroups, primary collision factors, use of alcohol and other drugs, and utilization of safety equipment.

The data utilized herein (1999 Missouri Traffic Crashes) were obtained from the Statewide Traffic Accident Records System (STARS) as provided by the Statistical Analysis Center (SAC) of the Missouri State Highway Patrol. In order to more effectively compare the impact our countermeasures have had upon traffic safety problem areas, crash data from the calendar year 2000 may also be utilized as it becomes available.

Highway Safety Plan (HSP)

The Division of Highway Safety is directed to develop an HSP designed to reduce the number and severity of traffic crashes in the State of Missouri. Traffic crash data, compiled by the Statistical Analysis Center of the Highway Patrol, is analyzed and published annually in the Traffic Safety Compendium. The Compendium provides the framework from which the HSP is designed—assuring that Missouri's Plan is data driven and that our efforts are directed to the appropriate problem areas.

Specific areas which warrant attention are: Police Traffic Services (including law enforcement training; public information & education efforts; Safe Communities; and enforcement of hazardous moving violations—red light running, DWI, speed, aggressive driving, construction zone violations); Occupant Protection; Alcohol Impairment; Traffic Records; High Risk Groups (young drivers, motorcyclists, older drivers); Engineering Services; and Commercial Motor Vehicles. Our countermeasure efforts in these areas are designed to enhance existing law enforcement and community efforts and modify unsafe driving behaviors.

Benchmarks

Benchmarks are ascertained in order to provide "ideals" toward which we will strive. Problem areas were identified for which benchmarks have been established. We believe that our countermeasure efforts may have an impact on the following problem areas: motor vehicle death rate; hazardous moving violations; the use of safety devices; and deaths/injuries in special high-risk age groups. While these benchmarks are quantifiable for evaluation and accountability purposes, it should be noted that they are not totally reliant upon the programs implemented by this Division. They are quite often highly dependent upon existing legislation and the motoring public's adherence to traffic laws and safe driving habits.

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (49 CFR Part 29
Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will —
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted —
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT:

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT):

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING:

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING:

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department's or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters—Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion — Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion — Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2001 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

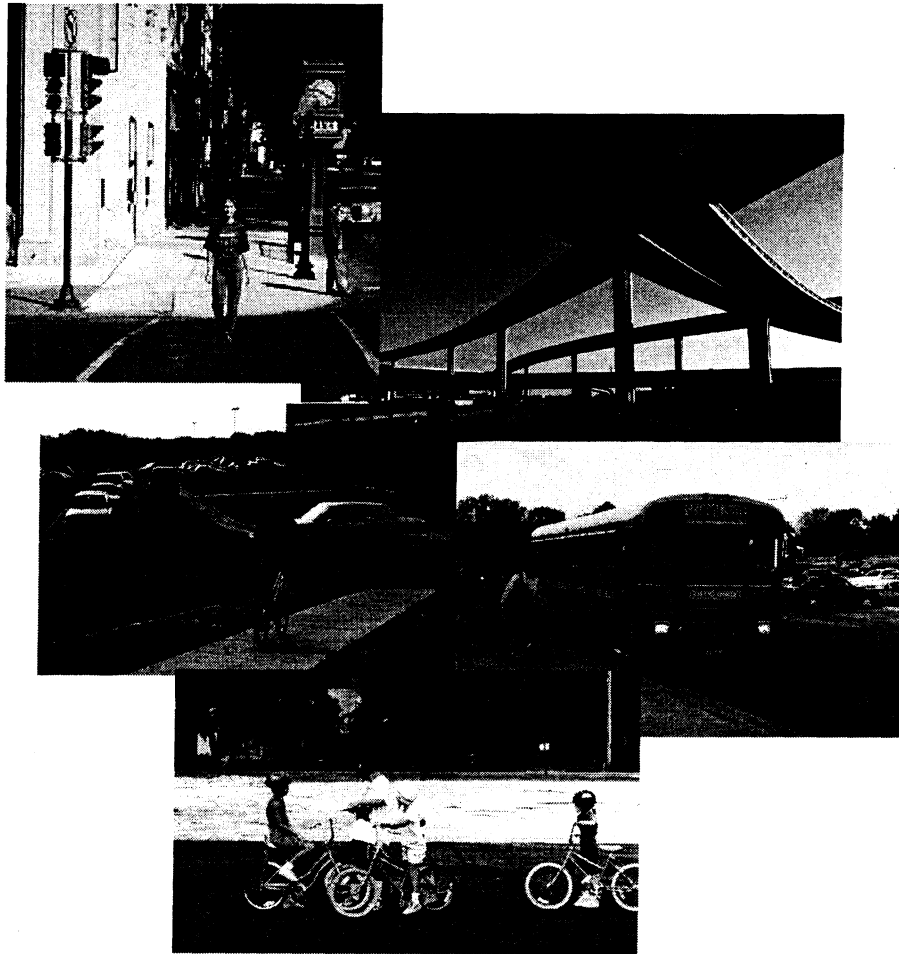


Governor's Representative for Highway Safety

8/25/00

Date

STATEWIDE TRAFFIC SAFETY



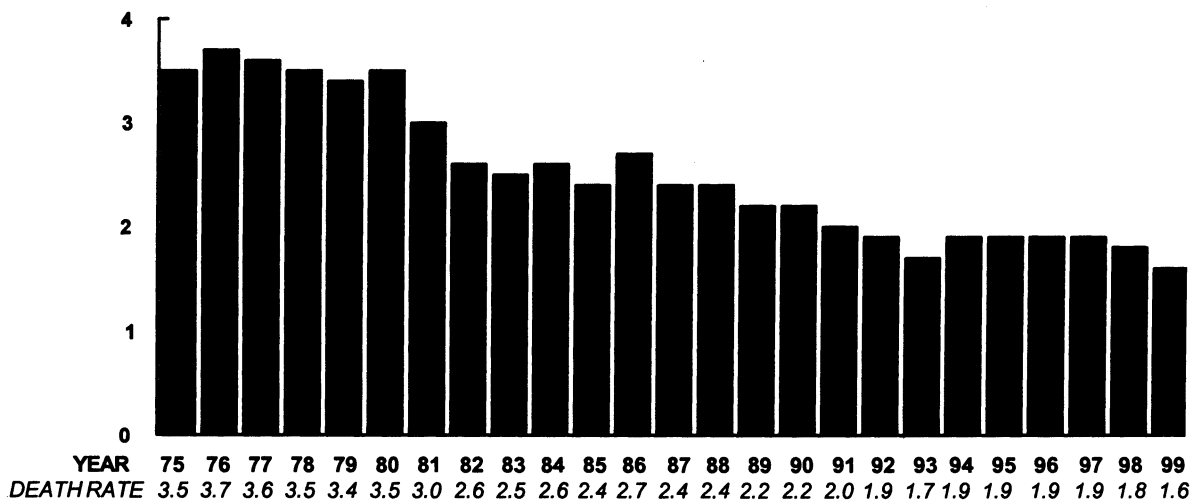
MISSOURI STATEWIDE TRAFFIC SAFETY ANALYSIS

Deaths Due to Traffic Crashes -- History

Over the past 25 years Missouri has experienced a dramatic decline in traffic crash fatalities in relation to the number of miles driven on its roadways. During this time period, the number of miles traveled has more than doubled while traffic deaths have remained relatively constant. For instance, in **1975** Missouri had **3.5 fatalities** for every 100 million miles of travel compared to **1999** when the State death rate dropped to **1.6 fatalities** for every 100 million miles of travel. Although the reduction in the death rate has been due, in large part, to numerous Federal, State, and local government policies, programs, and laws, the Governor's Highway Safety Program has certainly played a major role in this effort.

MISSOURI DEATH RATE

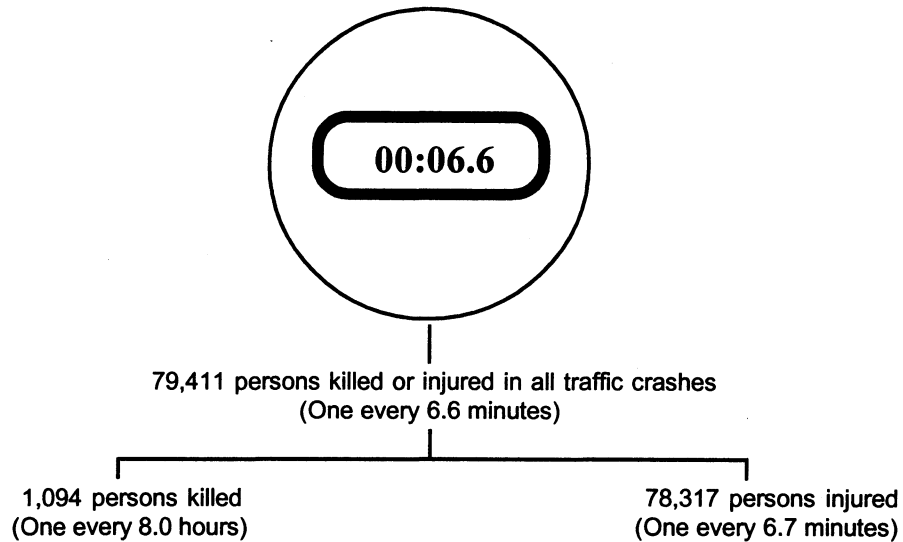
1975 - 1999



Current Traffic Crash Data -- 1999

Even though statistics like the death rate indicate a positive impact is being made on Missouri's traffic safety problem, it should not be a cause for complacency. A substantial number of people continue to be killed and injured on Missouri roadways and most of these traffic crashes are preventable. In **1999**, there were **193,890 traffic crashes**. In 964 of these crashes one or more people were killed and in 50,623 crashes, someone was injured. A total of **1,094 people lost their lives** (one death every 8.0 hours) and **78,317 were injured** (one person injured every 6.7 minutes).

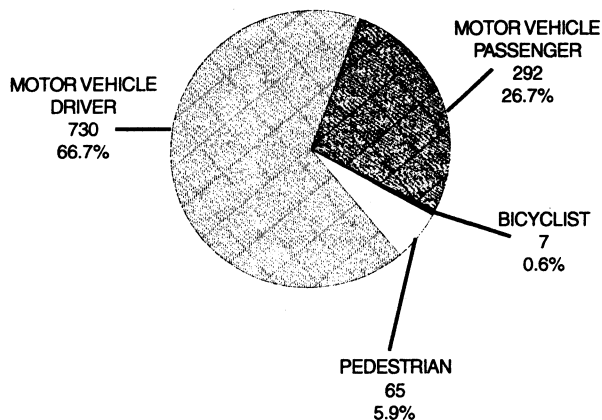
MISSOURI TRAFFIC SAFETY PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1999



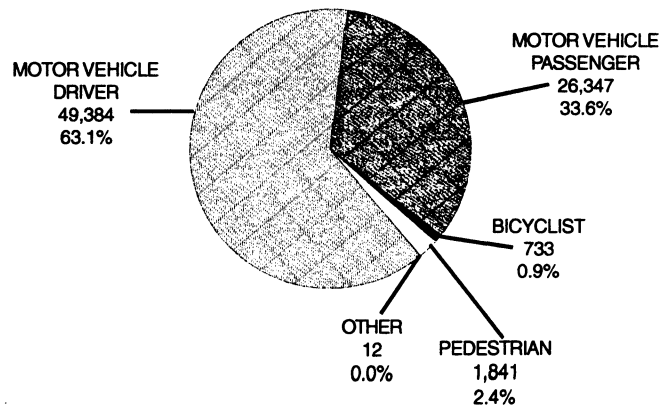
A substantial number of persons killed and injured in Missouri's 1999 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 66.7% were drivers and 26.7% were passengers; of those injured, 63.1% were drivers and 33.6% were passengers. Although pedestrians do not make up a substantial proportion of persons injured in Missouri traffic crashes, they do account for a larger proportion of those killed in these incidents -- 5.9%.

1999 MISSOURI TRAFFIC CRASHES

PERSONS KILLED

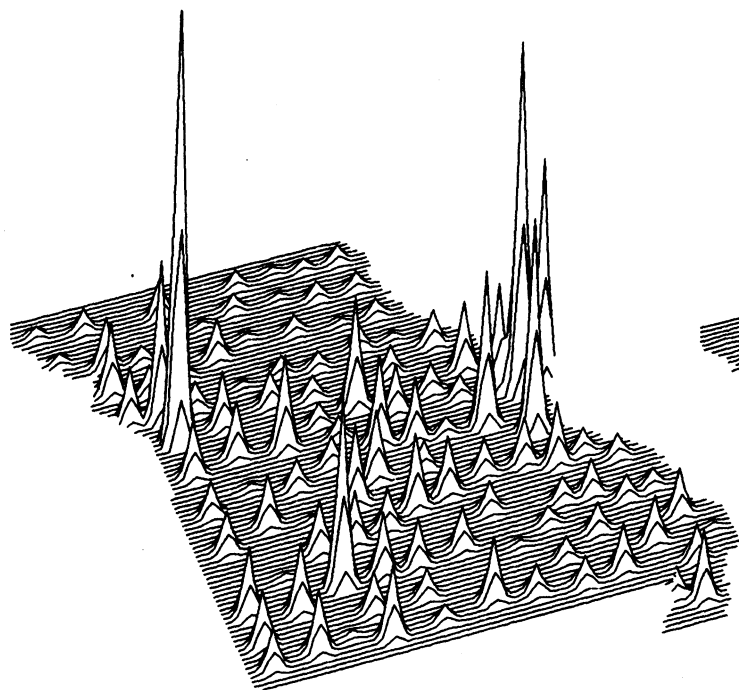


PERSONS INJURED

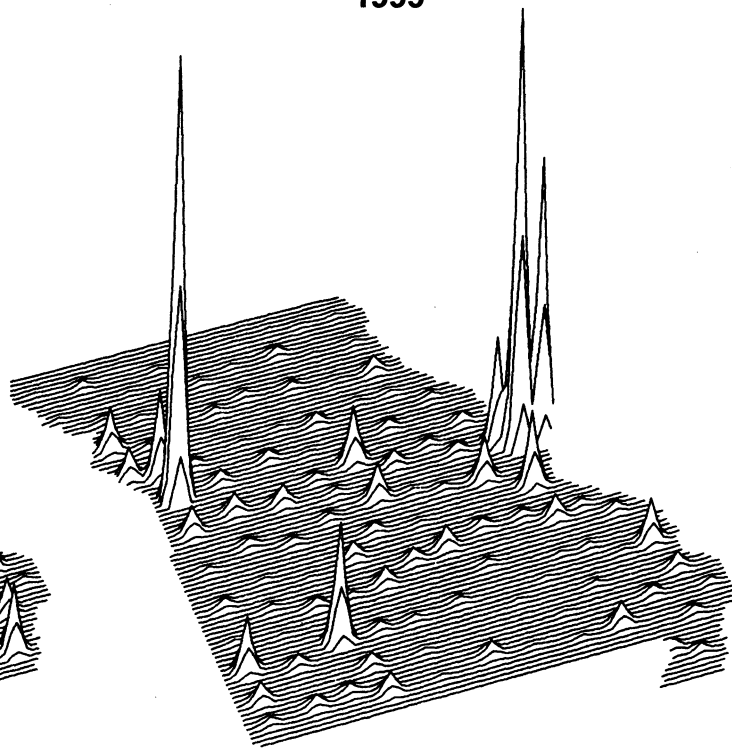


As expected, traffic crashes are not evenly distributed on Missouri roadways. They occur in larger numbers in more densely populated regions of the State compared to the rural areas. Of the 193,890 traffic crashes in 1999, 64.6% occurred in an urban community having a population of 5,000 or more and 35.4% occurred in a rural area (under 5,000 population or unincorporated area). However, rural areas of the State cannot be discounted. They take on much greater significance when examining traffic crashes resulting in fatalities. In 1999 fatal traffic crashes, 24.4% occurred in an urban area of the State and 75.6% in a rural area.

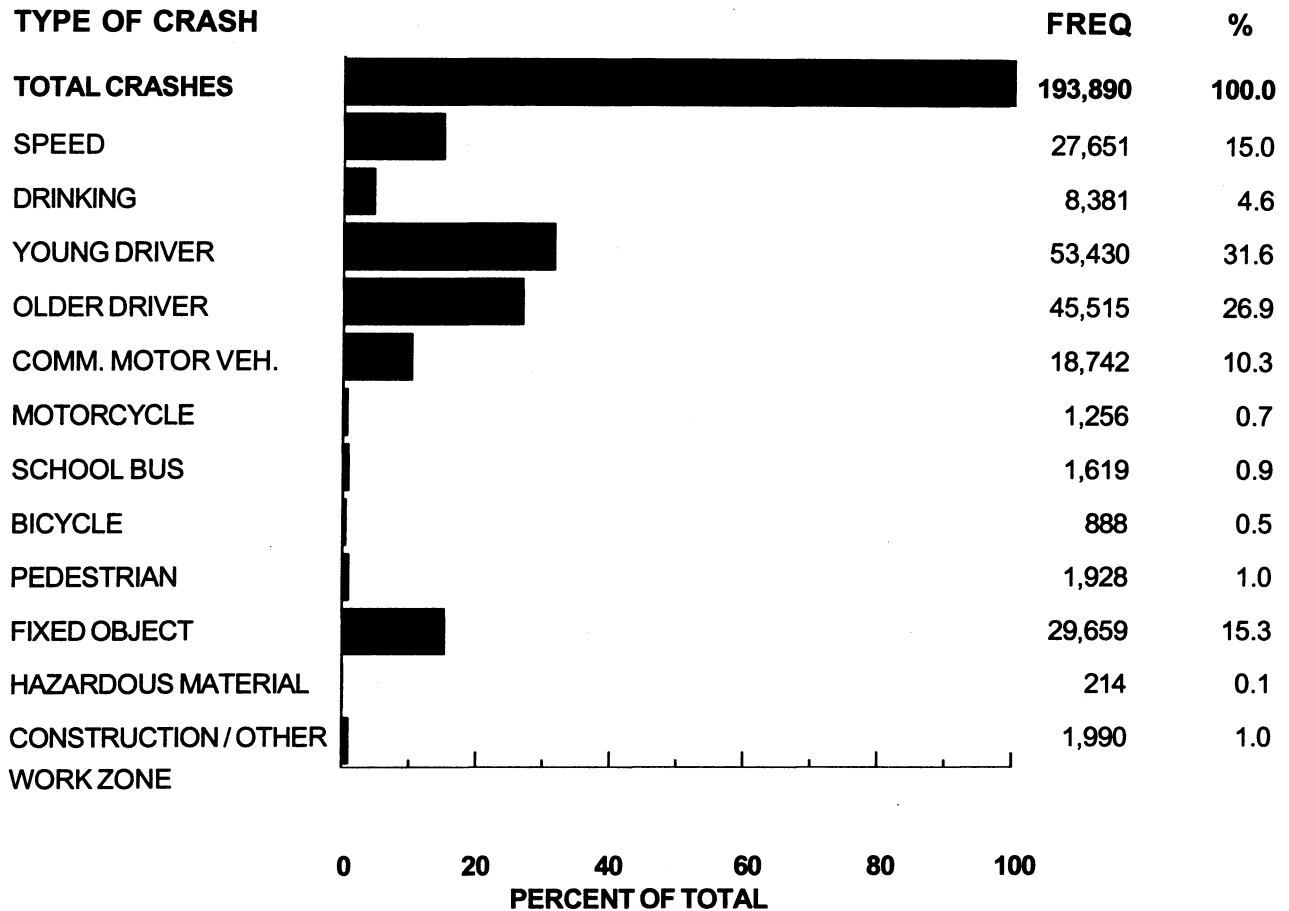
**MISSOURI FATAL TRAFFIC CRASHES
1999**



**MISSOURI TOTAL TRAFFIC CRASHES
1999**

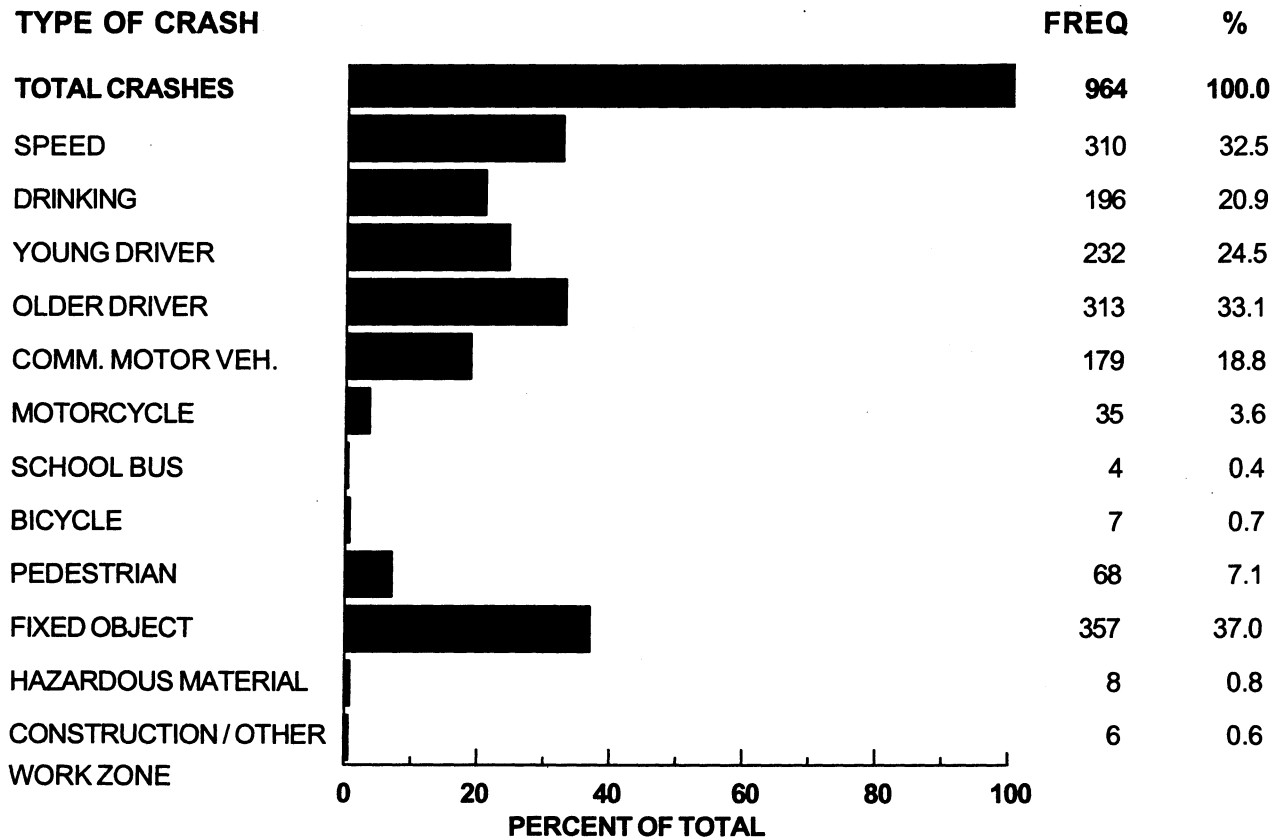


1999 MISSOURI ALL TRAFFIC CRASHES



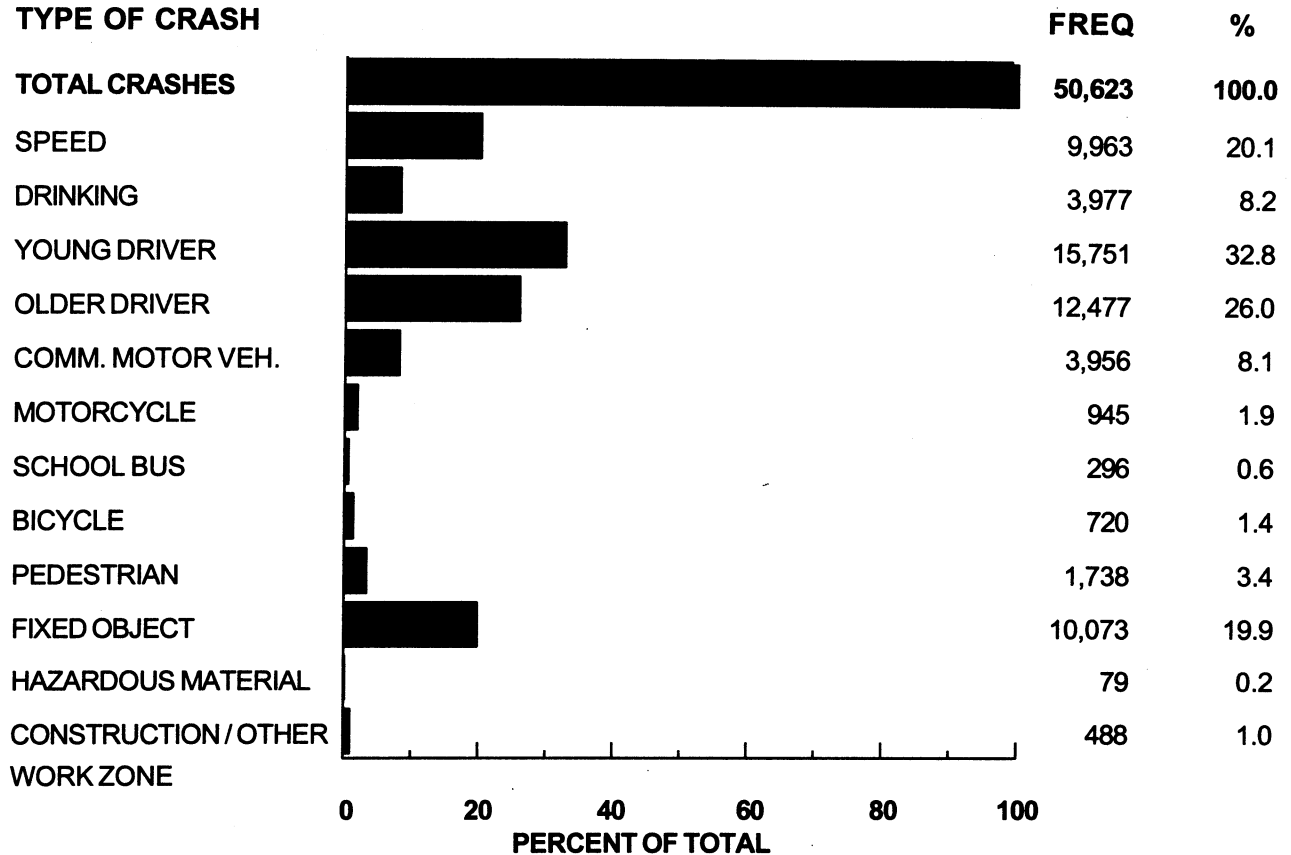
NOTE: Due to the fact a crash may be classified as more than one type, the individual totals may not add to the grand total.

1999 MISSOURI FATAL TRAFFIC CRASHES



NOTE: Due to the fact a crash may be classified as more than one type, the individual totals may not add to the grand total.

1999 MISSOURI PERSONAL INJURY TRAFFIC CRASHES



NOTE: Due to the fact a crash may be classified as more than one type, the individual totals may not add to the grand total.

PROBLEM AREAS/ ENFORCEMENT ISSUES



PROBLEM AREAS--ENFORCEMENT ISSUES

Police Traffic Services will address numerous problem areas in traffic safety with an emphasis on enforcement issues. Through data analysis, we were able to identify specific target areas and answer these pertinent questions:

Which geographic locations should be targeted?

- √ Statewide--While *more crashes* occur in the densely populated *urban areas*, *three-fourths* of the *fatal crashes* occur in *rural areas*

What are Missouri's most serious areas of traffic safety concern?

- √ Drivers committing Hazardous Moving Violations: aggressive driving (including red light running), speeding, alcohol-impaired driving
- √ High Risk Drivers (young drivers under the age of 21, motorcyclists, & older drivers over age 55)
- √ Occupant Protection (non-use of safety belts and misuse of child restraint devices)

Which vehicles are over-represented in fatal crashes?

- √ Motorcycles
- √ Commercial Motor Vehicles

Benchmarks (measurable benchmarks pertinent to a specific problem area are identified within that section)

1. Reduce statewide death rate not to exceed the current rate of 1.5 (1999=1.6, 1998=1.8, 1997=1.9)
2. Increase the number of citations issued for hazardous moving violations at high accident locations thereby decreasing crashes at those locations
3. Reduce the number of alcohol-involved crashes
4. Increase occupant restraint usage through enforcement and education projects
5. Decrease percentage of crashes involving High Risk Drivers
6. Decrease rate of crashes involving commercial motor vehicles

Performance Measures

Continue tracking statewide death rate and analyzing the statistics to determine which counter-measure programs have an effect on reducing this figure. Individual Police Traffic Services projects will be monitored and evaluated to determine whether increased enforcement and education is having a positive impact on the reduction of traffic crashes and the resulting injuries and deaths.

Strategies

- Technical Assistance--Assist law enforcement agencies in problem identification & preparation of projects which will effectively attack their traffic safety problems
- Enhanced Enforcement--Provide funding for projects which put additional traffic officers at high crash locations to enforce hazardous moving violations
- Traffic Enforcement Equipment--Provide suitable equipment to enforce traffic laws
- Training--Provide training to complement and supplement law enforcement efforts
- Partnerships--Increase activities between state and local law enforcement agencies such as multi-jurisdiction enforcement efforts

LAW ENFORCEMENT GRANT SELECTION PROCESS



LAW ENFORCEMENT GRANT SELECTION PROCESS

Grant Application Process

- February/March—MDHS Grant Application forms distributed
- April—Law enforcement grant application workshops hosted by MDHS at five locations: St. Louis; Kansas City; Jefferson City; Springfield; & Farmington. Participants were provided training on how to develop the Problem Identification, Project Description, and Budget for their project proposals.
- June 1—Grant applications due to the Division of Highway Safety
- June/July—Grant applications evaluated by MDHS staff
- July—Site selection finalized for grant awards
- August—Grantees notified of approval and funding levels
- September—Training meeting hosted in Jefferson City with grantees to discuss grant requirements

Grant Selection Criteria

An internal team of MDHS program staff and the Director evaluated applications utilizing the following criteria. The committee further evaluated only those applications meeting these criteria. There were, however, two exceptions:

1. agencies that had received prior sobriety checkpoint funding were given first consideration for continuation (due to the fact that supplementary equipment was issued with the first year of funding); and
2. agencies that had developed exceptional partnerships or particularly innovative projects.

Administrative Evaluation

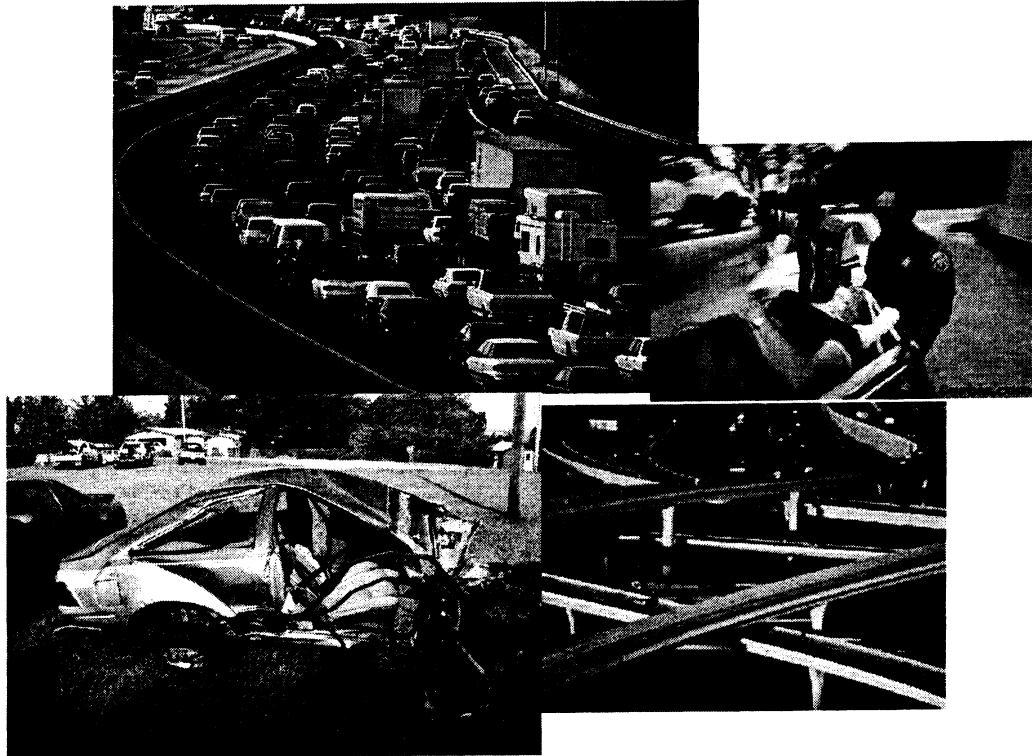
Applications were evaluated for:

- Specified problem identification (including documented problem locations);
- Validity of their countermeasure activities to make a positive impact on the identified problem;
- Innovative enforcement/education countermeasures;
- Past grant experience—proven ability to meet stated goals and objectives.

Fiscal Considerations

- Further reductions made in order to meet MDHS budgetary constraints
- Equipment requests evaluated on a case-by-case basis; agencies are required to match 50% on equipment purchases

AGGRESSIVE DRIVING

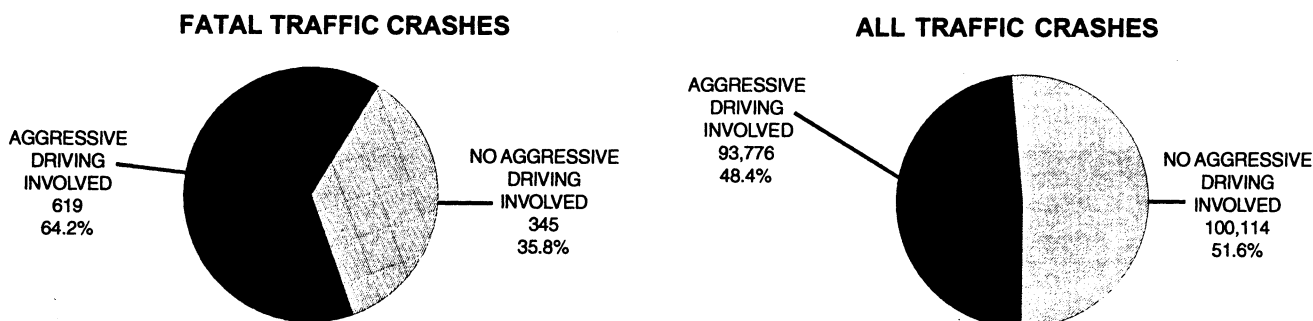


AGGRESSIVE DRIVERS

Aggressive driving has contributed substantially to traffic crashes on Missouri's roadways, especially those crashes resulting in death. Aggressive drivers are defined as drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; improper passing; violation of stop sign / signal; driving on wrong side of road (not passing); following too close; improper signal; improper lane usage / change; and / or failed to yield.

In 1999, there were 193,890 traffic crashes in the State. In these crashes, 48.4% involved one or more drivers of motorized vehicles exhibiting aggressive driving behavior. There were 964 fatal traffic crashes in which 1,094 persons were killed. ***In 64.2% of these fatal crashes, one or more drivers were exhibiting aggressive driving behaviors.***

1999 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES

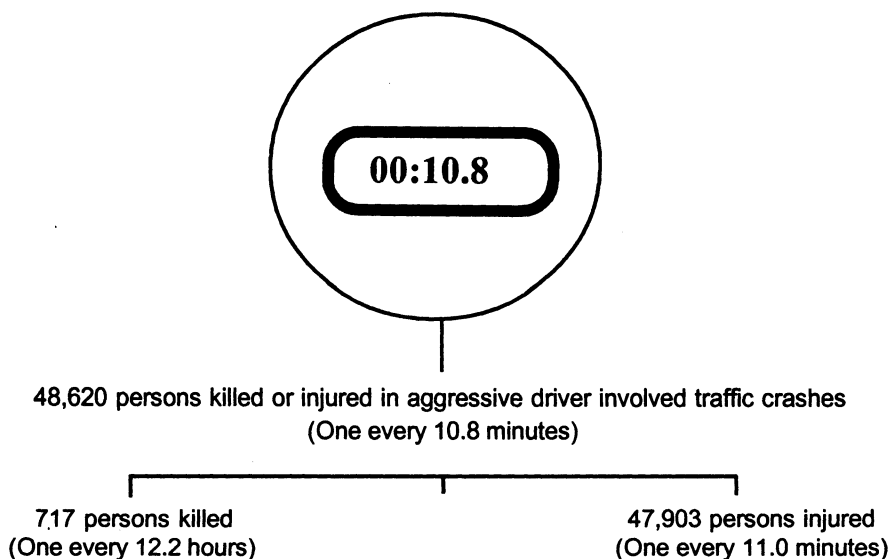


In 1999, 717 persons were killed and 47,903 injured in aggressive driver involved traffic crashes. In other words, one person was killed every 12.2 hours and one was injured every 11.0 minutes in the State.

MISSOURI AGGRESSIVE DRIVER INVOLVED PERSONAL INJURY

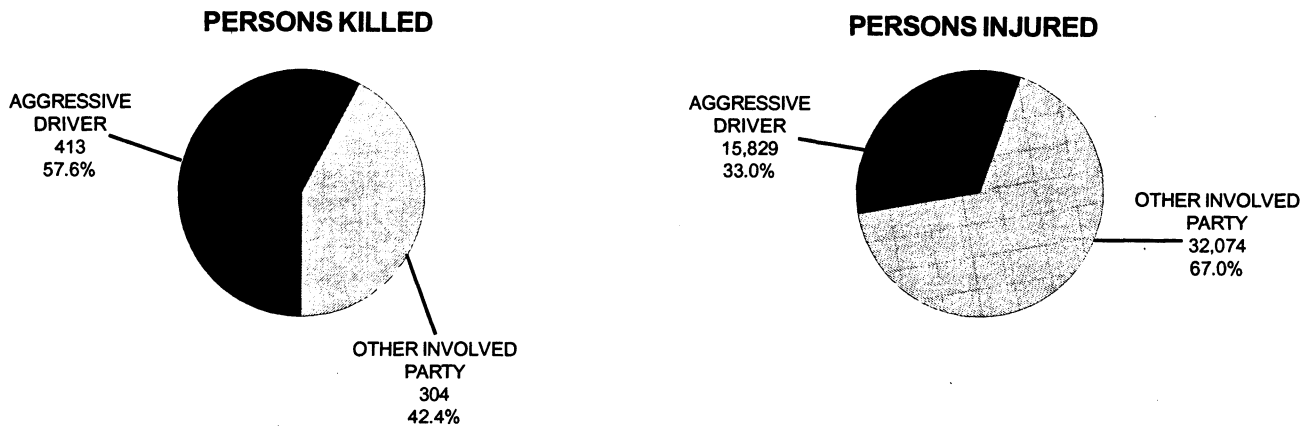
PROBLEM ANALYSIS CLOCK

1999



Aggressive drivers not only put their lives at risk, but the lives of others as well. Of the 717 people killed, 57.6% were the aggressive driver and the other 42.4% were some other party in the incident. Of the 47,903 injured, one-third (33.0%) were aggressive drivers and two-thirds (67.0%) were some other involved person.

1999 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES (Person Involvement)



1999 MISSOURI AGGRESSIVE DRIVE INVOLVED TRAFFIC CRASHES TYPE OF CIRCUMSTANCE (by Crash Severity¹)

FATAL CRASHES = 619		TOTAL CRASHES = 93,776	
	TOTAL FATAL		TOTAL CRASHES
EXCEEDING SPEED LIMIT/ TOO FAST FOR CONDITIONS	50.1		29.5
IMPROPER PASSING	4.0		2.8
VIOLATION OF STOP SIGN/SIGNAL	7.9		9.3
WRONG SIDE NOT PASSING	25.8		3.8
FOLLOWING TOO CLOSE	2.7		22.4
IMPROPER SIGNAL	0.2		0.6
IMPROPER LANE USAGE/CHANGE	14.9		10.9
FAILED TO YIELD	19.4		32.8

¹This table identifies the percentage of 1999 Missouri aggressive driving related traffic crashes by specific type of aggressive driving behavior involved. For instance, in fatal aggressive driving related crashes, 50.1% involved a motorized vehicle driver speeding. In all aggressive driving related crashes, 29.5% had one or more drivers speeding.

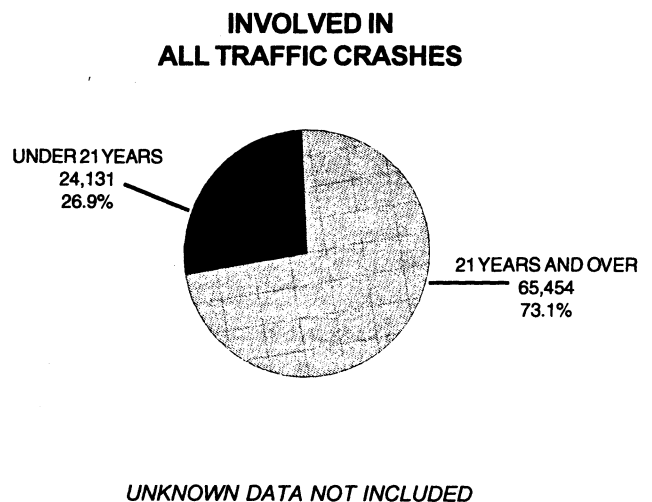
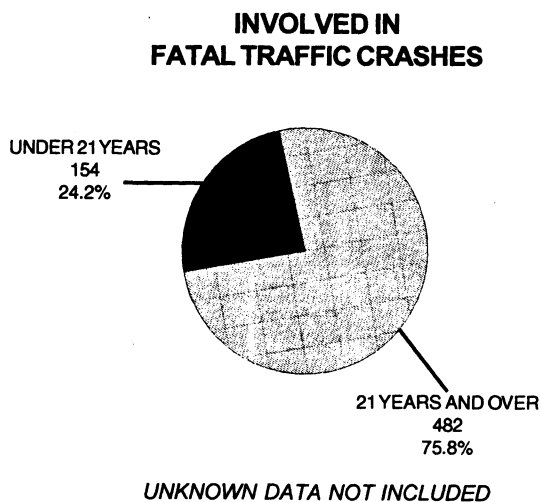
YOUNG AGGRESSIVE DRIVERS (under Age 21)

In 1999, there were 97,939 drivers of motorized vehicles whose aggressive driving contributed to the cause of a traffic crash. Of those, 24,131 or **26.9% were under the age of 21** -- causing a crash every 21.8 minutes. This is especially noteworthy since young drivers represent only 10.3% of Missouri's licensed drivers.

A total of 644 aggressive drivers were involved in crashes where one or more persons were killed. Of these, 154 or 24.2% were under the age of 21 and were involved in crashes where 177 people were killed. Of those killed, 82 or 46.3% were the young aggressive driver and 95 or 53.7% were some other person in the crash.

A total of 181 young people died and another 15,596 were injured in 1999 traffic crashes where aggressive driving was a contributing factor -- one every 33.3 minutes.

AGGRESSIVE DRIVERS INVOLVED IN 1999 MISSOURI TRAFFIC CRASHES (by Age)



Benchmarks

1. The state will strive to see a continued reduction in aggressive driving crashes. Statistics from 1999 show a very slight reduction from 1998 in overall crashes (from 48.9% to 48.4%). However, any reduction is a positive situation. Unfortunately, when reviewing fatal crashes, the figure increased from 63.4% to 64.2%. With limited statistics, it is difficult to set a benchmark, but we will set a figure of 1% reduction per year for overall crashes and 1% per year reduction for fatal crashes. Aggressive driving is often influenced by road conditions, traffic congestion, and time constraints. With further study of these control factors, we may be able to develop more effective countermeasures.

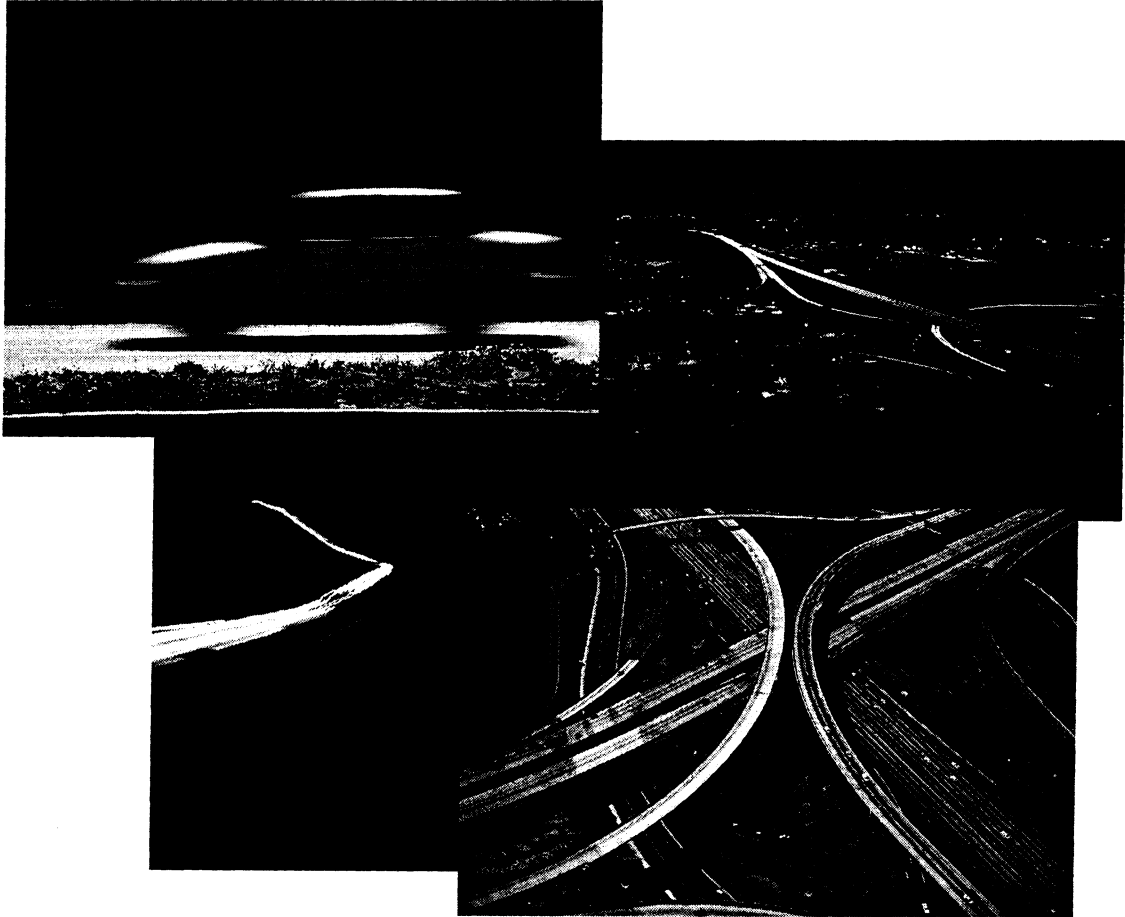
Performance Measures

Continue to track and evaluate all crashes involving hazardous moving violations. The Division will coordinate with various law enforcement agencies, statisticians, and safety professionals to develop accepted identifiers for aggressive driving involved traffic crashes.

Strategies

- Develop public information campaign materials designed specifically to target aggressive drivers
- Fund HMT saturation enforcement projects through the Highway Patrol and local law enforcement agencies
- Partnership strategies--the Division will continue to meet with law enforcement partners to develop enforcement/awareness strategies and share their concepts and programs
- Training--the Division has developed a Powerpoint presentation on aggressive driving and will present this program for law enforcement agencies, the business and health community, and any interested groups as requested
- Enhance aggressive driving educational and enforcement efforts utilizing information gleaned from national research, "best practices" countermeasures, and statistics
- Update aggressive driving section of the MDHS website as new information becomes available

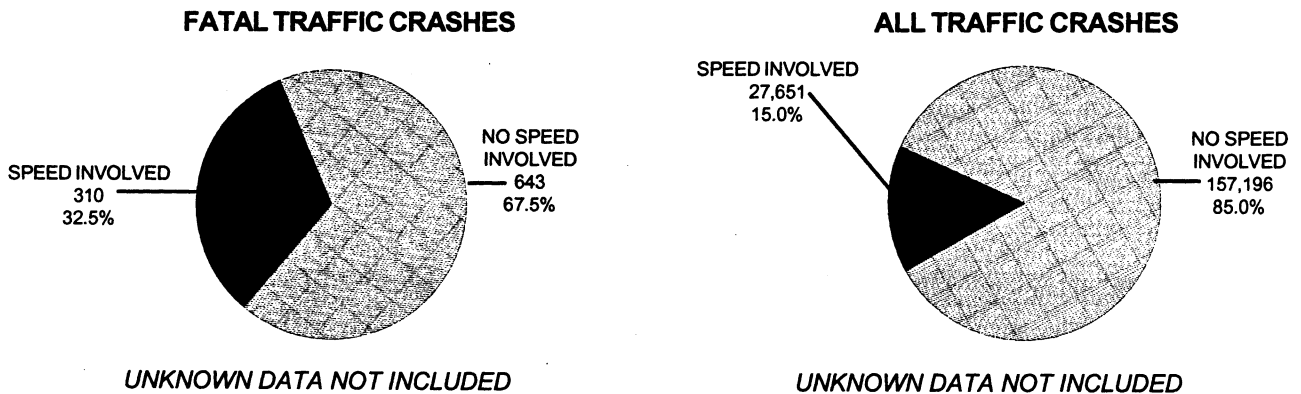
SPEED



SPEED INVOLVEMENT

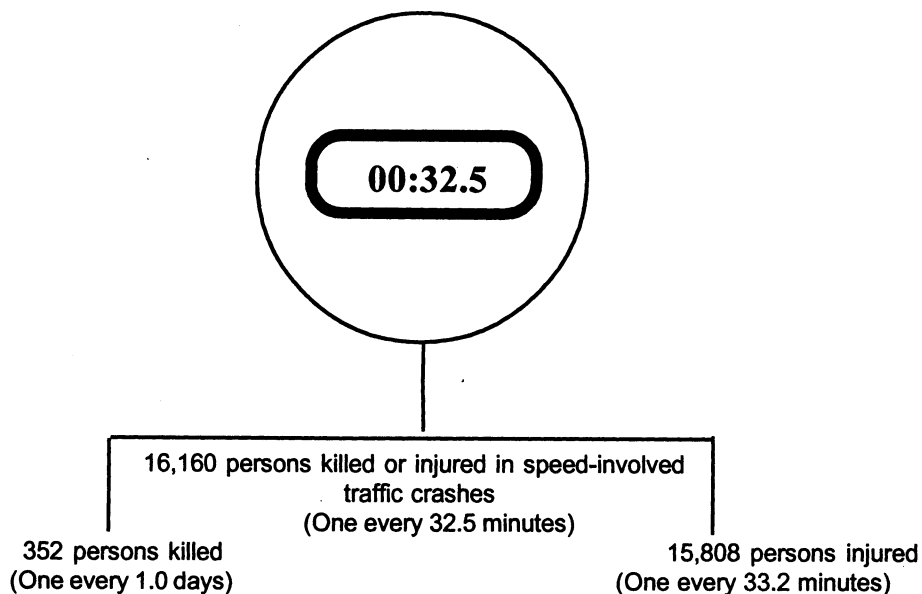
Speed is a substantial contributing factor in traffic crashes on Missouri's roadways, especially those resulting in death. In 1999, there were 193,890 traffic crashes in the State. In known cases, 15.0% involved one or more drivers of motorized vehicles driving too fast for conditions or exceeding the speed limit. In 1999, there were 964 Missouri traffic crashes in which 1,094 persons were killed. In 32.5% of these crashes, one or more motorized vehicle drivers were speeding.

1999 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES



In 1999, 352 persons were killed and 15,808 injured in speed-involved traffic crashes. In other words, one person was killed every 1.0 days and one was injured every 33.2 minutes in the State.

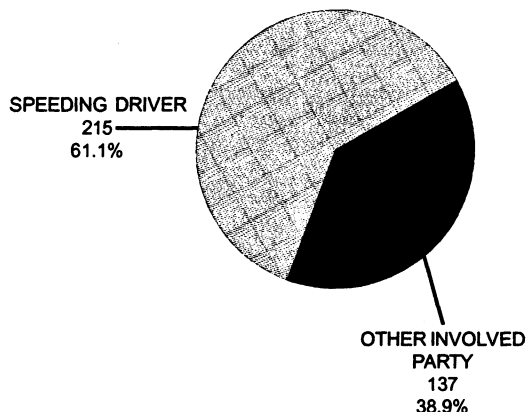
MISSOURI SPEED-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1999



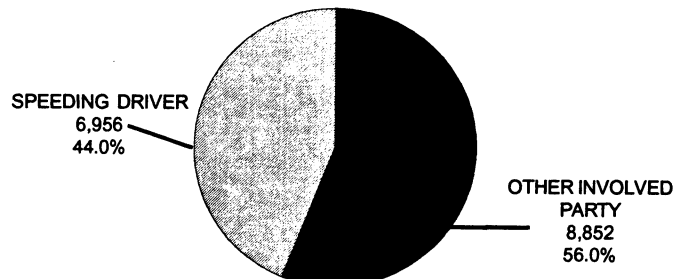
The driver of a motorized vehicle not only puts their life at risk when speeding on Missouri roadways, but other persons as well. Of the 352 persons killed in 1999 speed-related traffic crashes, 61.1% were the speeding drivers. The other 38.9% were some other party in the incident. Of the 15,808 injured, less than half (44.0%) were the speeding driver while the majority (56.0%) were some other involved person.

1999 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES (Person Involvement)

PERSONS KILLED



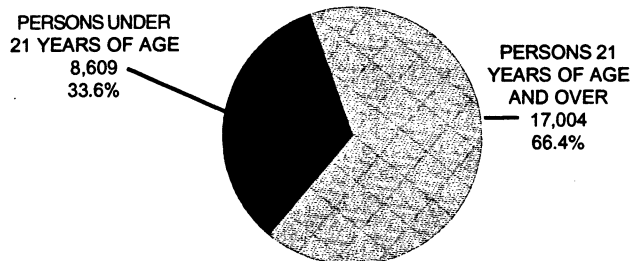
PERSONS INJURED



A sizable proportion of motorized drivers speeding on Missouri roadways and causing traffic crashes are young and male. Of all speeding drivers involved in Missouri's 1999 traffic crashes, about one-third (33.6%) were under the age of 21. In addition, 67.4% of the speeding drivers were male.

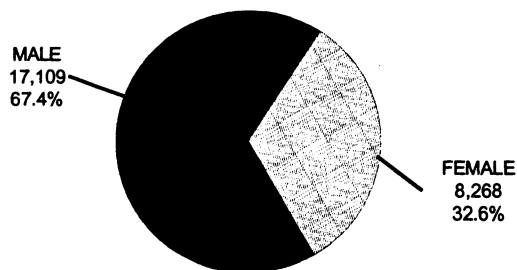
1999 MISSOURI TRAFFIC CRASHES -- DRIVERS SPEEDING (by Age and Sex)

AGE



UNKNOWN DATA NOT INCLUDED

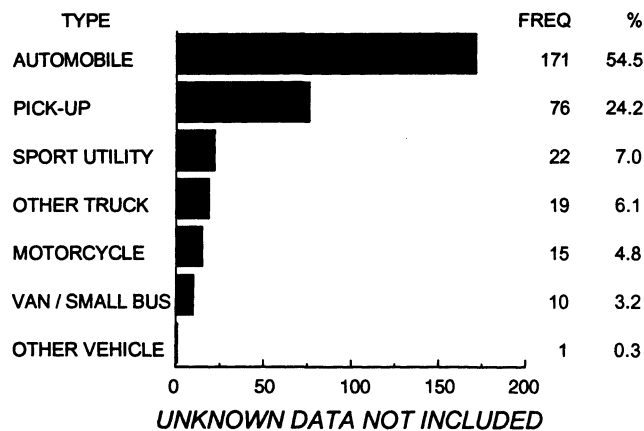
SEX



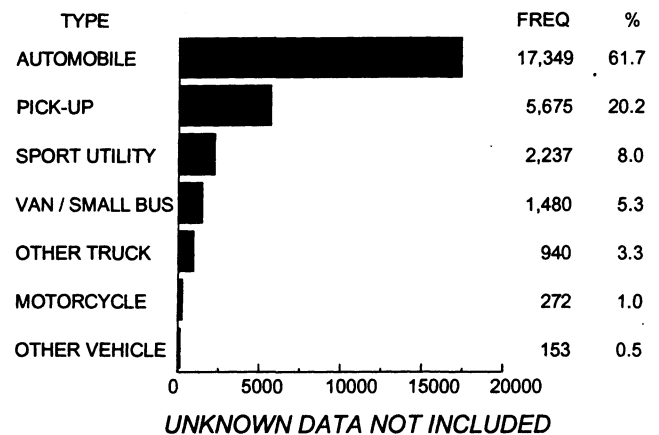
UNKNOWN DATA NOT INCLUDED

The majority of speeding drivers involved in 1999 Missouri traffic crashes were driving automobiles (61.7%), followed by pick-up trucks (20.2%), and sport utility vehicles (8.0%). However, when examining speeding drivers in fatal traffic crashes, pick-up trucks make up about one-fourth of the involved vehicles (24.2%).

1999 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES (by Vehicle Type)



ALL TRAFFIC CRASHES



Findings indicate the speed limit increase which went into effect March 14, 1996 continues to have an adverse impact on Missouri's crash experience. A study comparing Missouri traffic crashes three years prior to the change with three years after it went into effect was completed. Statewide, for all crashes, Missouri had a 5.4% increase in the first year, a 4.8% increase in the second, and a 7.2% increase in the third year.

The speed limit change did not impact all roadways. The roadway type having the greatest impact was interstates. **The rate of change on interstates was significantly greater than that experienced statewide.** In the first year, the interstate rate of change increased by 15.5%, during the second year it increased by 14.2%, and during the third year it increased by 23.5%.

The impact of the speed limit change was even greater when examining traffic crashes resulting in death. Statewide, there was a 7.4% increase in the first year after the change, a 15.0% increase in the second year, and just a 4.2% increase in the third year. However, on interstates, there was a 34.4% increase in the first year, a 49.6% increase in the second, and a 43.2% increase in the third.

Benchmarks

- 1 One percent reduction in speed-related fatal traffic crashes statewide. Speed-related fatal crash rates:
1995--39.0%; 1996--39.0%; 1997--38.0%; 1998--38.0%
- 2 Reductions in crashes at high accident locations were established at levels ranging from 5-20% depending on the agency, location, level of enforcement, project type (i.e., educational versus enforcement). These benchmarks are listed as "goals" within each individual contract.

Performance Measures

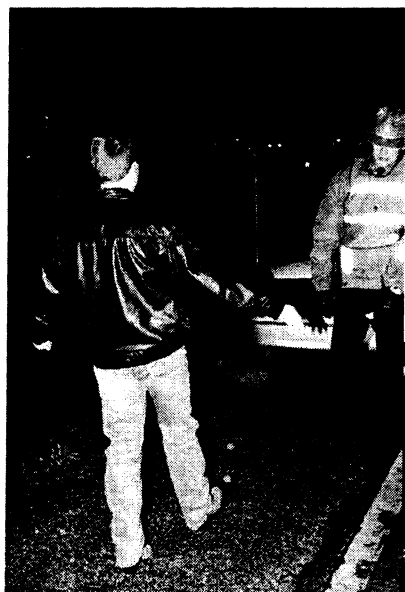
Continue tracking and analyzing all speed-related crashes (especially those occurring on major highways and interstates) in order to identify whether the increased speed limits have made a significant impact. During this evaluation process, the Division will work with other strategic agencies to develop countermeasures addressing our concerns.

Report speed-related violations and speed-related crash rates at locations where selective enforcement projects are supported.

Strategies

- Combined Accident Reduction Enforcement (CARE) holiday saturation enforcement project with the Missouri State Highway Patrol
- Fuel for Highway Patrol speed enforcement aircraft
- Participate in national efforts to track and evaluate the increased speed limits
- Provide funding to support hazardous moving violations saturation enforcement projects through local law enforcement agencies; some speed projects will include equipment to enhance the enforcement efforts (e.g., radar unit, vehicle)
- Increase multi-jurisdiction partnership projects (both intra and interstate) for enhanced speed enforcement on major highways.
- Support Selective Traffic Enforcement Projects (STEP) through state and local law enforcement agencies

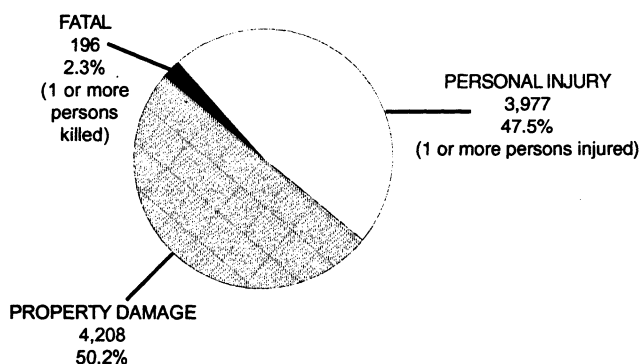
ALCOHOL



ALCOHOL INVOLVEMENT

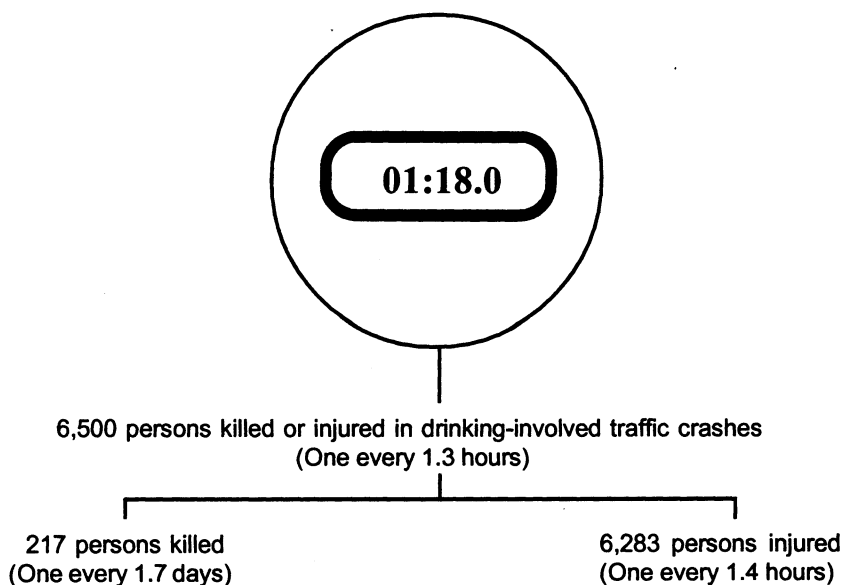
Alcohol contributes substantially to traffic crashes on Missouri's roads, especially those resulting in death or personal injury. In 1999, 193,890 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 26.1% involved someone being injured. During the same time period, there were 8,381 traffic crashes where one or more drivers and/or pedestrians were drinking and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In these incidents, 2.3% resulted in at least one death; 47.5% resulted in a personal injury.

1999 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES



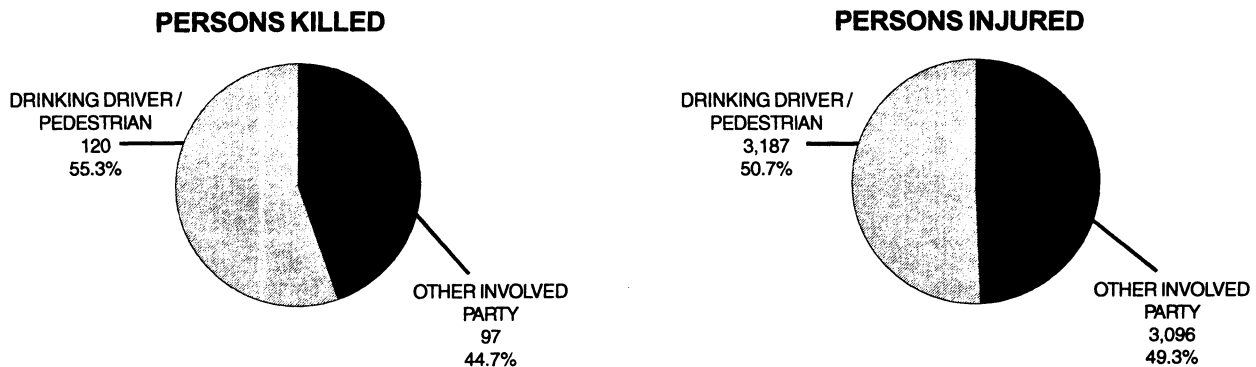
In 1999, 217 persons were killed in the 8,381 alcohol-involved traffic crashes; 6,283 persons were injured in these incidents -- one person was killed every 1.7 days and one injured every 1.4 hours. It also must be recognized alcohol intoxication is being under-reported as a contributing factor in traffic crashes. As a result, it is an even greater traffic safety problem than these statistics would indicate.

MISSOURI DRINKING-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1999



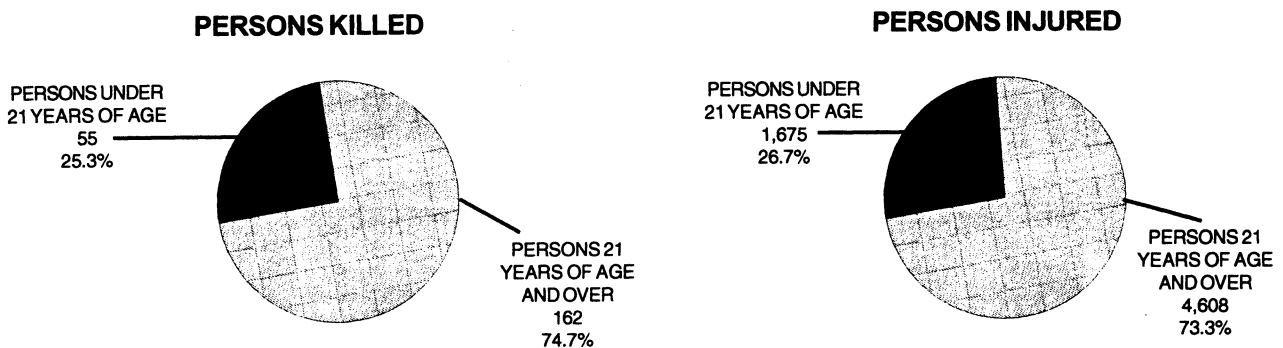
Some contend that those drinking and driving are simply hurting and killing themselves. Although a large number of persons being killed/injured in alcohol-involved traffic crashes are the drinking drivers, a substantial number of persons dying and being injured in these crashes are not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 217 persons killed in alcohol-involved traffic crashes, 55.3% were the intoxicated driver/pedestrian, but 44.7% were some other involved party. Of the 6,283 injured, 50.7% were the intoxicated drivers/pedestrians while 49.3% were other persons in the incidents.

1999 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES (Person Involvement)



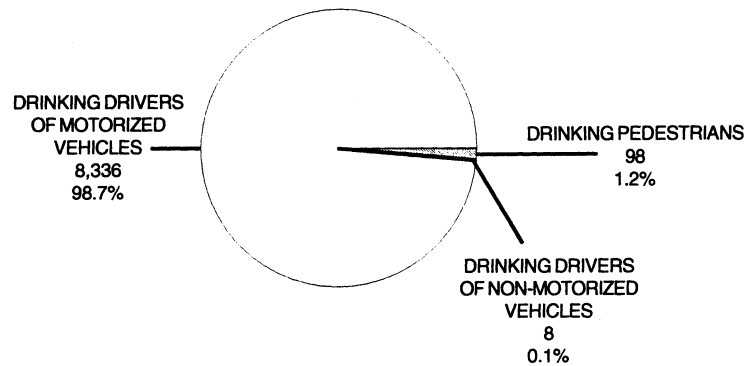
Alcohol-related traffic crashes are having an adverse impact on youth in the State of Missouri. Of the 217 persons who died in 1999 Missouri alcohol-involved traffic crashes, 25.3% were under the age of 21. Of the 6,283 who were injured in these incidents, 26.7% were young persons.

1999 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES (by Age)



To address Missouri's alcohol-involved traffic crash problem, it is important to understand whose intoxicated condition contributed to the cause of the incident. There were 8,442 intoxicated drivers/pedestrians involved in the 8,381 Missouri traffic crashes in 1999. The vast majority were drivers of motorized vehicles (98.7%); pedestrians made up 1.2%; and 0.1% involved some other driver.

DRINKING IN 1999 MISSOURI TRAFFIC CRASHES (Person Category)



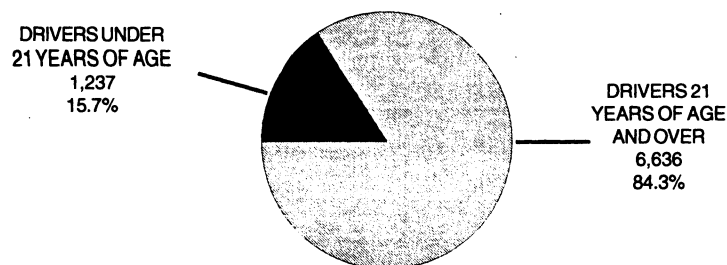
UNKNOWN DATA NOT INCLUDED

Young Drinking Drivers (Under Age 21)

Youth make up a significant proportion of drinking drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 8,336 drivers of motorized vehicles whose consumption of alcohol caused a 1999 traffic crash, 15.7% were under the age of 21 (in known cases). In other words, a drinking driver under the age of 21 caused a traffic crash in Missouri every 7.1 hours in 1999.

A total of 195 drinking drivers of motorized vehicles were involved in crashes where one or more persons were killed. Of these drivers, 19.4% were under the age of 21 (in known cases). A total of 38 persons were killed in traffic crashes involving these young drivers. ***Of those persons killed, 39.5% were the under-age drinking driver and 60.5% were some other party in the crash.***

1999 MISSOURI TRAFFIC CRASHES



UNKNOWN DATA NOT INCLUDED

Dead Driver Blood Test Results

It is recognized that current law enforcement reporting practices tend to under-report alcohol and drugs as contributing factors in traffic crashes. In order to acquire a better perspective of the seriousness of this problem, a study was conducted in which blood test results of drivers killed in Missouri traffic crashes were analyzed.

When examining blood test results of drivers killed in 1996 - 1998 Missouri traffic crashes, it was found that 41.7% had been drinking to some degree and 34.4% had a blood alcohol level of 0.10 or above (legal intoxication level).

In Missouri, coroners and medical examiners are required to test for alcohol in the blood if a driver dies within eight hours of a crash. However, for drugs other than alcohol, they only test when they have some suspicion other types of drugs were involved. For those dead drivers tested for other drugs during this time period, 28.8% tested positive for one or more drugs. Of the drugs identified, 33.9% were marijuana, 19.0% were methamphetamine / amphetamine, and 9.5% were cocaine.

Because of the seriousness of the alcohol-related crash problem, and especially the overwhelming connection with young drivers, a large percentage of the Division's efforts are directed toward enforcement and prevention in this area. For a number of years, Missouri qualified for special Federal alcohol incentive grants. These grants enabled the state to expand its efforts in the areas of countermeasures (i.e., equipment purchases; improvements in the offender tracking system; training; public awareness; and enforcement).

Benchmarks

1. To decrease total alcohol-related crashes by 2.0% annually.

<u>Year</u>	<u>Total</u>	<u>% Change</u>
1995	9310	(base year)
1996	9093	2.3% decrease
1997	8730	3.99% decrease
1998	8608	1.39% decrease
1999	8381	2.64% decrease

2. To decrease alcohol-related crashes caused by drivers under 21 to a maximum 12.5% of total alcohol-related crashes.

<u>Year</u>	<u>% of Total</u>
1995	11.1%
1996	12.5%
1997	12.6%
1998	19.5%
1999	15.7%

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. In alcohol-related crashes, specific criteria are considered: age and sex of drivers; time, date & location of occurrences; drivers versus pedestrians. Crash data will be analyzed in those target areas where alcohol countermeasure projects have been established. Where available, arrest and conviction data will be used to evaluate legislation and to determine training and equipment needs for effective enforcement, prosecution, adjudication and treatment of offenders.

Strategies

Public Information & Education

- Educate the public about the dangers of drinking and driving through public awareness campaigns, distribution of education materials, traffic safety workshops, health and safety fair displays, public service announcements, and through our website
- Incorporate drinking/driving educational programs into Missouri's school systems
- Develop statewide designated driver programs which stress alternatives to drinking and driving: CHEERS designed driver program
- Educate alcohol servers in intervention techniques
- Provide financial and administrative support to the Governor's Commission on DWI & Impaired Driving
- Incorporate, where possible, recommendations made by the DWI assessment team (1999 project)
- Continue support for youth prevention & education programs: Team Spirit Leadership Conference, Team Spirit Reunion, Think First Programs (Corporate Community Traffic Safety Programs, School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program)
- Maintain updated alcohol section on MDHS website; revise & reprint alcohol educational materials as needed

Enforcement

- Provide training on detection and apprehension of impaired drivers; field sobriety testing; courtroom testimony; and DWI crash investigation techniques
- Provide funding for alcohol saturation enforcement teams, sobriety checkpoints, and overtime for Breath Alcohol Testing (BAT) Van operations
- Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath testing equipment, video cameras, sobriety checkpoint supplies—signs, cones, flares, lights, generators, vests)
- Provide funding for projects to apprehend minors attempting to purchase alcohol: Badges in Business, Server Training, Party Patrol
- Increase consistency in enforcement efforts statewide through law enforcement public awareness campaigns & multijurisdiction enforcement efforts
- Incorporate, where possible, recommendations made by the DWI assessment team (1999 project)

Prosecution/Adjudication

- Verify the integrity of the breath testing simulator solution so that cases are not compromised in court--Department of Health project
- Repair, calibrate, and certify breath test instruments--CMSU Breath Laboratory
- Train judges and prosecutors on local/national DWI issues--Judicial Conference through Office of State Courts Administrator; Project through Missouri Office of Prosecutor Services to develop a Prosecutors' Guidebook
- Provide equipment & training to enhance ability to track DWI offenders (breath testing equipment; Ignition Interlock training tapes)
- Incorporate, where possible, recommendations made by the DWI assessment team (1999 project)

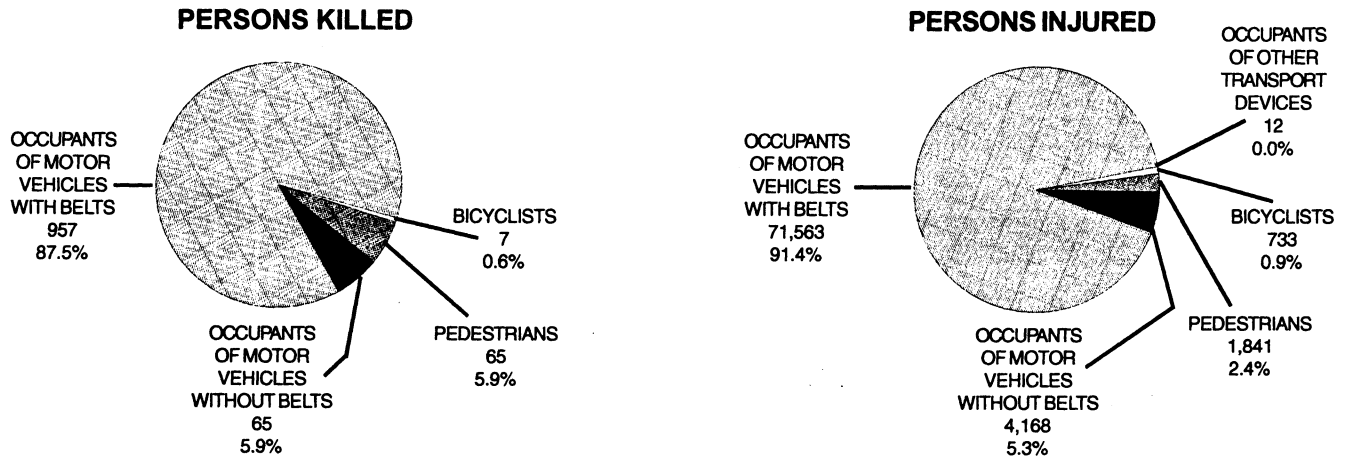
OCCUPANT PROTECTION



OCCUPANT PROTECTION

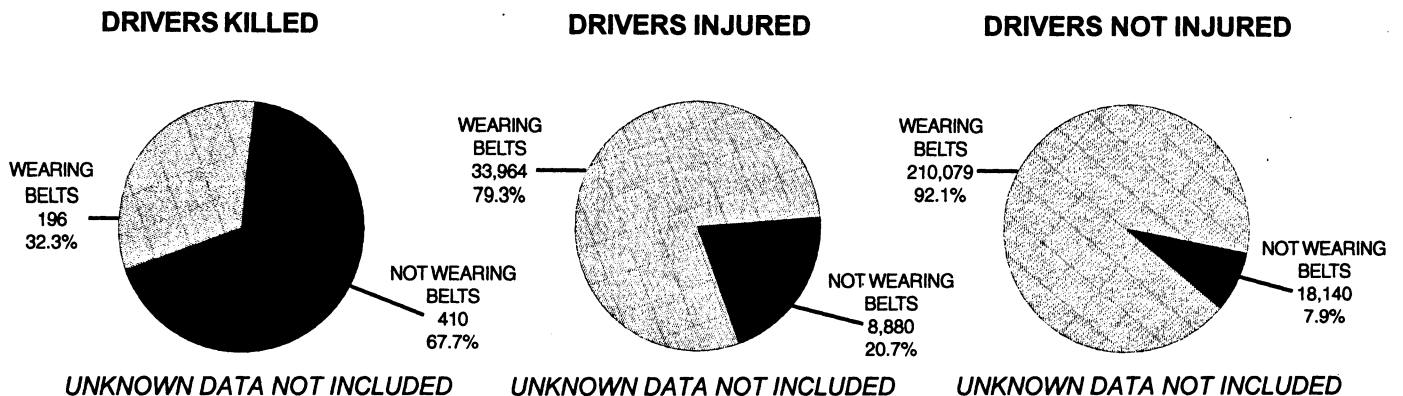
One of the best forms of protection against death and injury from a traffic crash is a seat belt; for very young children, it is a child safety seat. For a number of years, motor vehicle manufacturers have been required to install seat belts in their vehicles. As a result, the majority of motor vehicles on Missouri roadways have these types of safety devices installed. When examining persons killed and injured in Missouri traffic crashes, the vast majority had seat belt devices available for use. In 1999, 1,094 persons were killed in traffic crashes. Of these, 87.5% were occupants of vehicles which, in all probability, had a seat belt available for use. Of the 78,317 persons injured in 1999, 91.4% were driving or riding in vehicles having seat belts.

1999 MISSOURI TRAFFIC CRASHES



A substantial number of drivers killed in 1999 Missouri traffic crashes were not wearing seat belts compared to those injured and not injured. Of those dead drivers whose seat belt usage was known, 67.7% were not buckled up. Of those injured, 20.7% were not belted, and of those not injured, only 7.9% were not wearing a seat belt.

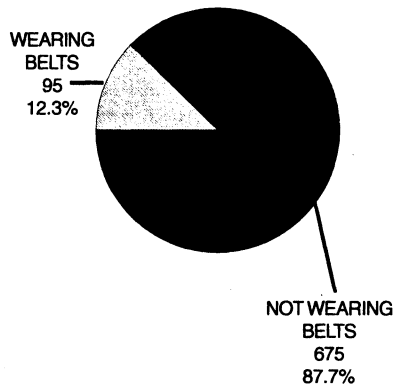
1999 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE



The possibility of death and injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. Of those drivers totally ejected from a vehicle in 1999 Missouri traffic crashes, 87.7% were not wearing seat belts in known cases and of those partially ejected, 63.8% were not belted. Of the drivers not ejected from their vehicles, only 10.0% were not wearing their safety restraint device.

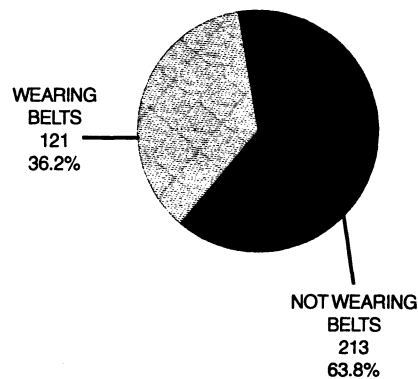
1999 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE

DRIVERS TOTALLY EJECTED



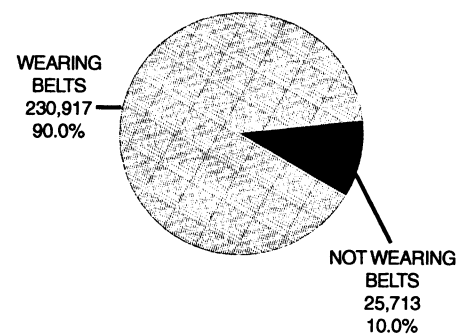
UNKNOWN DATA NOT INCLUDED

DRIVERS PARTIALLY EJECTED



UNKNOWN DATA NOT INCLUDED

DRIVERS NOT EJECTED



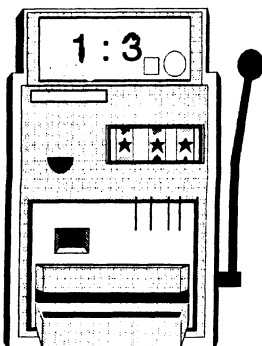
UNKNOWN DATA NOT INCLUDED

INCREASE YOUR ODDS

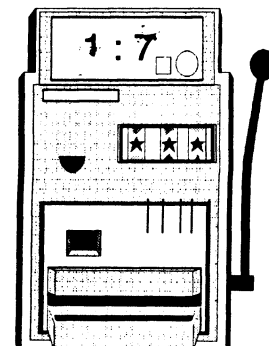
Seat belt usage dramatically reduces a person's chance of being killed and injured in a traffic crash. Of the drivers involved in 1999 Missouri traffic crashes, 1 in 3 were injured if they were not wearing their seat belt. However, if they were wearing a seat belt, their chances of being injured in the crash were 1 in 7. When examining driver deaths, the differences are much more dramatic. A driver involved in a 1999 Missouri traffic crash had a 1 in 67 chance of being killed if they were not wearing a seat belt. In those cases where a driver wore a seat belt, their chance of being killed was 1 in 1,251.

1999 MISSOURI TRAFFIC CRASHES CHANCE OF DRIVER BEING INJURED

NOT WEARING SEAT BELT

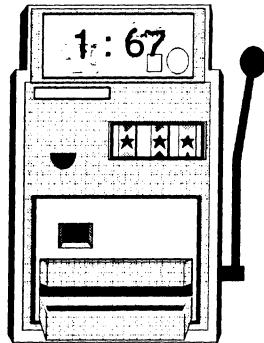


WEARING SEAT BELT

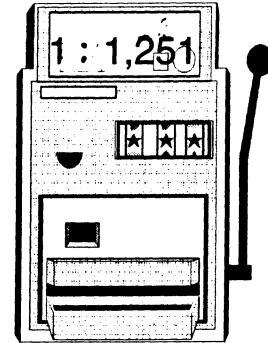


CHANCE OF DRIVER BEING KILLED

NOT WEARING SEAT BELTS



WEARING SEAT BELTS

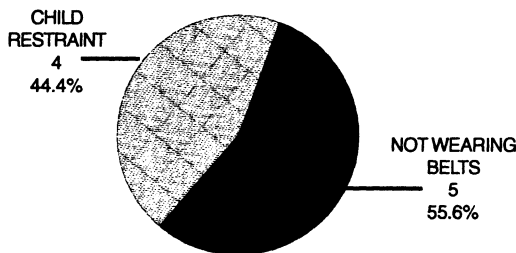


CHILD OCCUPANTS

From a public safety policy perspective, Missouri must continue to promote the use of seat belts by motor vehicle occupants. In addition, special attention must be paid to increasing the use of specialized restraint devices when transporting young children. In 1999, 10 children under the age of 4 were killed in a motor vehicle. In known cases, 55.6% were not using any type of restraint device. There were 1,178 children under 4 injured as occupants in motor vehicles in 1999. In known cases, 13.8% were not using any type of restraint device and 21.5% were in an adult seat belt.

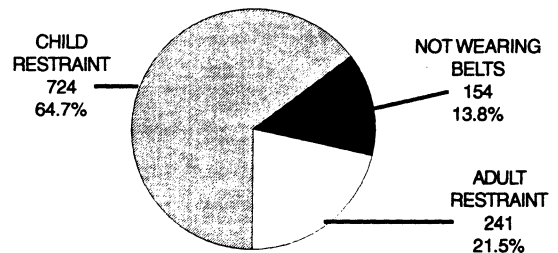
1999 MISSOURI TRAFFIC CRASHES RESTRAINT DEVICE USAGE -- CHILDREN UNDER AGE 4

CHILDREN UNDER AGE 4 -- KILLED



UNKNOWN DATA NOT INCLUDED

CHILDREN UNDER AGE 4 -- INJURED



UNKNOWN DATA NOT INCLUDED

The use of restraint devices, where they are available, is one of the primary ways of preventing death and injury to young persons riding in vehicles. There were 10 children under the age of 4 killed and 1,178 injured while riding in vehicles having restraint devices. Of those killed, 44.4% were using a child restraint. Of those children under the age of 4 injured, 64.7% were using a child restraint and 21.5% were wearing an adult restraint.

**OCCUPANTS OF AUTOMOBILES / TRUCKS / VANS / MOTOR HOMES UNDER THE AGE OF 4
KILLED AND INJURED IN 1999 MISSOURI CRASHES**

PERSONAL INJURY SEVERITY--SEAT BELT USED & NOT USED

36

	CHILD RESTRAINT		SEAT BELT USED		SEAT BELT NOT USED		UNKNOWN		TOTAL	
KILLED	4		0		5		1		10	
ROW %		44.4		0.0		55.6		---		100.0
DISABLING MAJOR	34		14		34		3		85	
ROW %		41.5		17.1		41.4		---		100.0
EVIDENT	272		90		62		21		445	
ROW %		64.2		21.2		14.6		---		100.0
PROBABLE	418		137		58		35		648	
ROW %		68.2		22.4		9.4		---		100.0
TOTAL	728		241		159		60		1,188	
ROW %		64.5		21.4		14.1		---		100.0

Seat Belt Surveys

Missouri has had safety belt surveys performed by the State Highway Patrol (predominantly on Interstates and major highways) and also by local law enforcement agencies (predominantly within city limits and often in the more rural, smaller communities). Surveys performed by the Patrol have indicated an average usage rate of 62% while surveys from the local communities have shown an average usage rate of 52%. Surveys by Missouri's SAFE KIDS Coalitions have indicated that misuse of child safety seats remains a large problem--a staggering 80% of the seats were noted as being improperly used/installed. Unfortunately, Missouri has not had a good mechanism in place to survey proper usage of child safety seats statewide.

Benchmarks

1. Continue to conduct a statewide observational seat belt survey (approved by the National Highway Traffic Safety Administration) in order to establish the statewide usage rate
2. Increase seat belt use rate from current 60.8% to 65% (60.4% in 1999, 60.8% in 2000)
3. Produce materials that educate the public on the importance of wearing seat belts and the importance of primary enforcement laws
4. Establish a base of certified trainers to teach proper installation of child safety seats

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. Usage rates will be analyzed in those target areas where safety belt projects have been established.

Properly administered and consistent occupant restraint usage surveys will be conducted throughout the state by the Missouri Division of Highway Safety. Usage rates will be monitored to analyze the effectiveness of our enforcement and educational campaigns.

Strategies

- Conduct NHTSA-approved statewide seat belt surveys annually in October:
 - ✓ Observational safety belt usage survey data will be collected from locations representative of the top 85 percent of the state's population. The observational data collected will be in compliance with guidelines in accordance with those recommended by the federal Intermodal Surface Transportation Efficiency Act
 - ✓ Counties will be divided into two groups--7 urban counties (50,000+ population) and 13 rural counties (<50,000 population)--for a total of 20 counties, as required by NHTSA guidelines. A Missouri Department of Transportation road segments database will be used to randomly select the sampling locations for each of the 20 counties.
 - ✓ Data collectors (observers) will be used to record usage/non-usage of safety belts by drivers and outboard front seat passengers of: passenger vehicles; vans; sport utility vehicles; and pickup trucks. Observation periods will be 40 minutes and conducted on each day of the week between the hours of 8:00 a.m. and 5:00 p.m.
- Conduct child safety seat training programs
- Conduct seat belt checkpoint and educational programs through local law enforcement agencies, Safe Communities, and safety organizations (e.g., SAFE KIDS Coalitions)
Note: MDHS has received Sections 157 & 405 occupant protection incentive grants; funding from these grants is also used to expand these efforts.

HIGH RISK DRIVERS



HIGH RISK DRIVERS

There are several categories of drivers we have classified as *high risk drivers*: Young Drivers; Motorcyclists; and Older Drivers. Problems indigenous to these drivers are identified herein.

Young Drivers

Young drivers (under age 21) are overrepresented in traffic crashes in proportion to the number of licensed drivers under 21. This is especially true in relation to fatal crashes. Three factors work together to make this time so deadly for young drivers:

- Inexperience
- Risk-taking behavior and immaturity
- Greater risk exposure

Inexperience: All young drivers start out with very little knowledge or understanding of the complexities of driving a motor vehicle. Like any other skill, learning to drive well takes a lot of time. Technical ability, good judgment and experience all are needed to properly make the many continuous decisions, small and large, that add up to safe driving.

Risk-taking behavior and immaturity: Adolescent impulsiveness is a natural behavior, but it results in poor driving judgment and participation in high-risk behaviors such as speeding, inattention, drinking and driving, and not using a seat belt. Peer pressure also often encourages risk taking.

Greater risk exposure: Young drivers often drive at night with other friends in the vehicle, factors that increase crash risk.

Young drivers are different from other drivers, and their crash experience is different. Compared to other drivers, a higher proportion of teenagers are responsible for their fatal crashes because of their own driving errors:

- A larger percentage of fatal crashes involving young drivers are single-vehicle crashes compared to those involving other drivers. In this type of fatal crash, the vehicle usually leaves the road and overturns or hits a roadside object such as a tree or a pole.
- In general, a smaller percentage of young drivers wear their seat belts compared to other drivers.
- A larger proportion of young driver fatal crashes involve speeding, or going too fast for road conditions, compared to other drivers.
- More young driver fatal crashes occur when passengers--usually other teenagers--are in the car than do crashes involving other drivers.

Motorcyclists

Motorcyclists, although not involved in a large percentage of crashes, are more often involved in crashes involving death or serious injury. In most instances, those riding on the motorcycle (drivers and passengers) are the people who are killed or injured.

One of the main reasons motorcyclists are killed in crashes is because the motorcycle itself provides virtually no protection in a crash. An automobile has more weight and bulk than a motorcycle. The automobile's door beams and roof provide some measure of protection from impact or rollover, plus it has cushioning and airbags to soften impact and safety belts to hold passengers in their seats. An automobile has more stability because it's on four wheels, and because of its size, it is easier to see. A motorcycle suffers in comparison when considering vehicle characteristics that directly contribute to occupant safety.

Motorcyclists need to learn to safely and skillfully operate a motorcycle with an emphasis on defensive driving—learning to anticipate what might happen. They also need to understand the limitations of their cycle and to learn the skill of operating with a passenger.

Older Drivers

Older drivers face a multitude of medical and non-medical barriers that may affect their safe operation of a motor vehicle. The aging process and associated health problems can impact the body as a driver grows older. Changes in visual acuity, ability to focus on daily occurrences, reaction time, coordination under stress, and ability to effectively react to stress related situations are common factors in the aging process.

The changes in driving habits that occur as aging progresses can be directly attributed to physical changes. For example, some older citizens stop driving at night because of vision problems, they may have friends accompany them to assist in navigating roads, and they may rarely drive in inclement weather. Some older drivers are not able to correctly assess their capabilities; they will require assistance to continue operating motor vehicles safely.

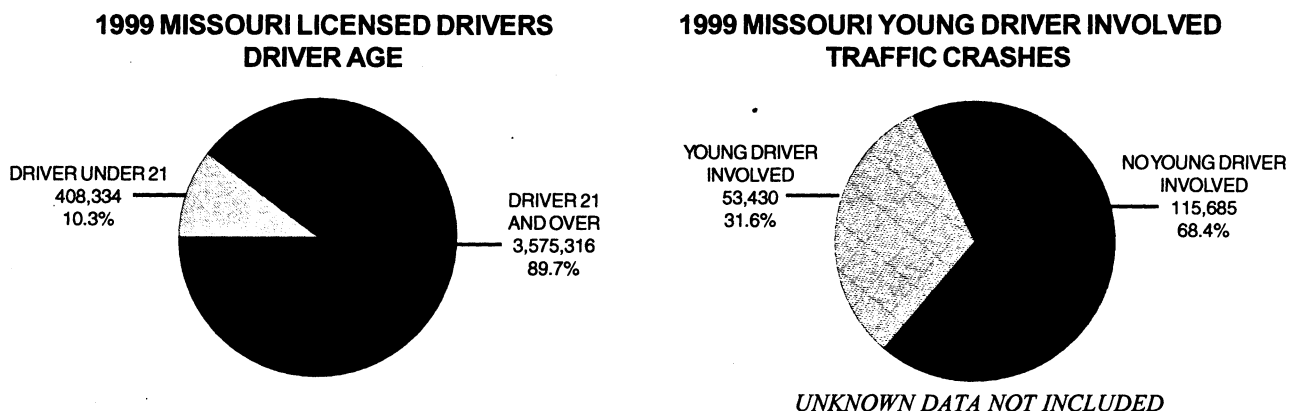
We all need to have a clearer understanding of the issues affecting older drivers:

- How age affects driving ability
- How medications affect driving ability
- How to assess the older driver's skills
- How to help the older driver cope with their limitations
- At what point should an older driver "turn in the keys" and retire from driving
- What alternative forms of transportation are available for those no longer able to drive safely

I. YOUNG DRIVERS

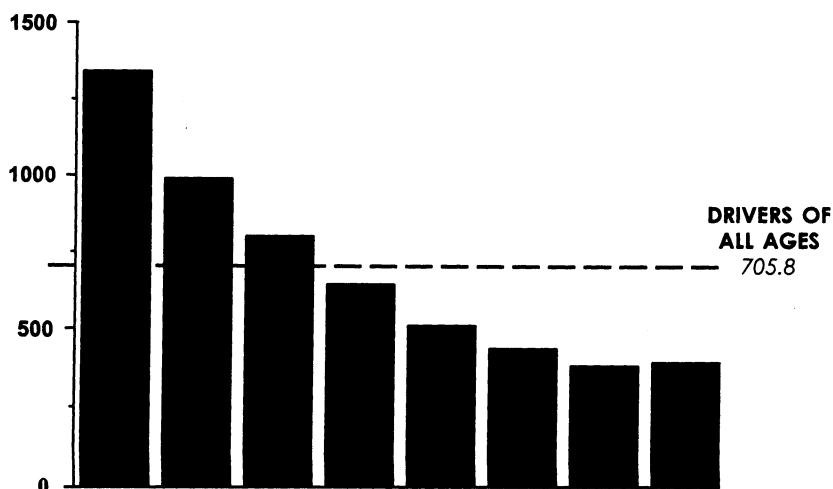
Youth are substantially over-involved in Missouri's traffic crash experience. There were 408,334 persons under the age of 21 licensed in Missouri in 1999. They accounted for **10.3%** of the 3,983,650 persons licensed in the State. Of all 1999 Missouri crashes, **31.6%** involved a young driver. **A total of 261 persons were killed and 26,179 were injured in traffic crashes involving a young driver.**

YOUTH OVER-INVOLVEMENT IN MISSOURI TRAFFIC CRASHES



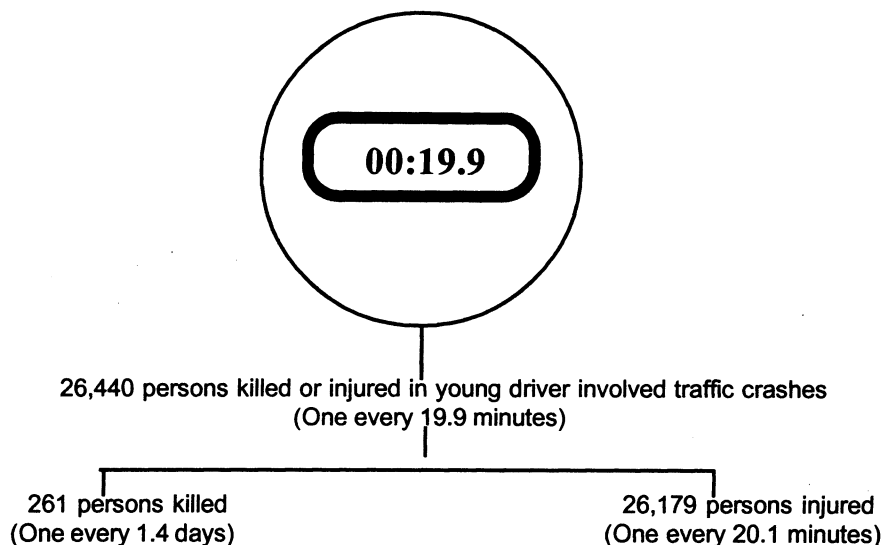
In 1999, 705.8 of every 10,000 licensed drivers were involved in a traffic crash in Missouri. Of every 10,000 licensed drivers under 21 years of age, there were 1,340.5 involved in a traffic crash during the same year--almost twice as many as other drivers.

1999 MISSOURI CRASH INVOLVEMENT RATE PER 10,000 REGISTERED DRIVERS



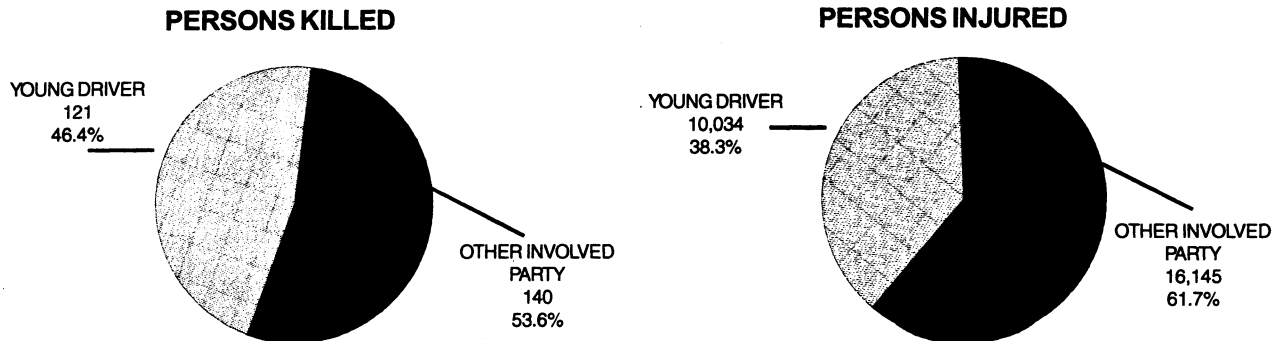
In 1999, 261 persons were killed in the 53,430 Missouri young driver involved traffic crashes. In addition, 26,179 persons were injured in these incidents. In other words, one person was killed every 1.4 days and one was injured every 20.1 minutes in the State.

MISSOURI YOUNG DRIVER INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1999



Some contend young drivers on Missouri roadways are simply hurting and killing themselves. A large number of persons being killed and injured in young driver involved traffic crashes are the young driver. However, a substantial number of persons dying and being injured in these crashes are not young drivers and their actions in these incidents probably had not contributed to the cause of the collision. Of the 261 persons killed in 1999 Missouri young driver involved traffic crashes, 46.4% were the young driver and 53.6% were some other involved party. Of the 26,179 injured, 38.3% were the young driver while 61.7% were some other person in the incident.

1999 YOUNG DRIVER INVOLVED TRAFFIC CRASHES (Person Involvement)



Young Drinking Drivers

There were 8,336 drivers whose consumption of alcohol contributed to the cause of a traffic crash. Of those, 1,237 or 15.7% were under the legal drinking age of 21 (causing a traffic crash every 7.1 hours).

A total of 195 ***drinking drivers of all ages*** were involved in crashes where one or more persons were killed. Of these, 37 (19.4%) were under the age of 21. A total of 38 people died in crashes involving these young drivers. Of those killed, 39.5% were the under-age drinking driver and 60.5% were someone else involved in the crash.

In 1999, 243 ***young drivers*** were involved in 232 traffic crashes where 261 persons were killed. Of the total, 37 or 15.2% were drinking and driving. ***In other words, one of every six young drivers involved in fatal crashes was drinking alcohol and his / her intoxicated condition contributed to the cause of the crash.***

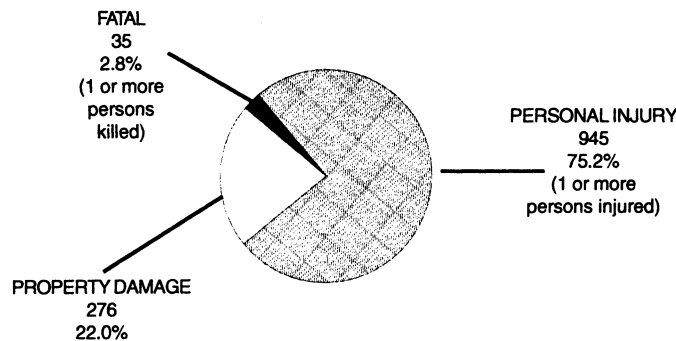
A total of 55 young persons were killed and 1,675 were injured where alcohol was a contributing factor. One person under the age of 21 was killed or injured in an alcohol-involved traffic crash every 5.1 hours.

The estimated economic loss directly associated with young persons killed and injured in 1999 Missouri alcohol-involved traffic crashes was \$86,152,000.

II. MOTORCYCLISTS

Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or injuries at a considerably greater rate than other traffic crashes. Of the 193,890 traffic crashes in 1999, 0.5% resulted in a fatality and 26.1% involved someone being injured in the incident. During the same period, there were 1,256 traffic crashes involving motorcycles. In these incidents, 2.8% resulted in one or more persons being killed and 75.2% resulted in a personal injury.

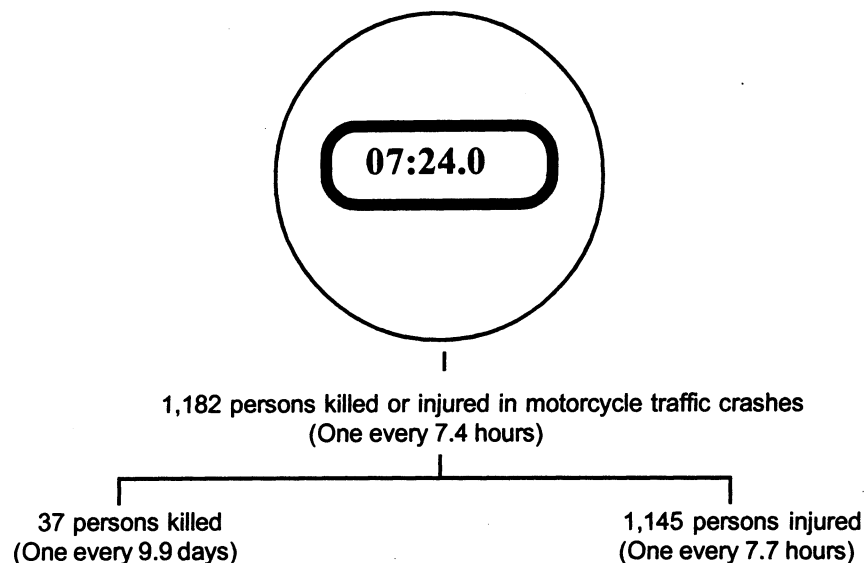
1999 MISSOURI MOTORCYCLE TRAFFIC CRASHES



In 1999, 37 persons were killed in the 1,256 Missouri motorcycle traffic crashes. In addition, 1,145 persons were injured in these incidents. In other words, one person was killed every 9.9 days and one was injured every 7.7 hours in the State.

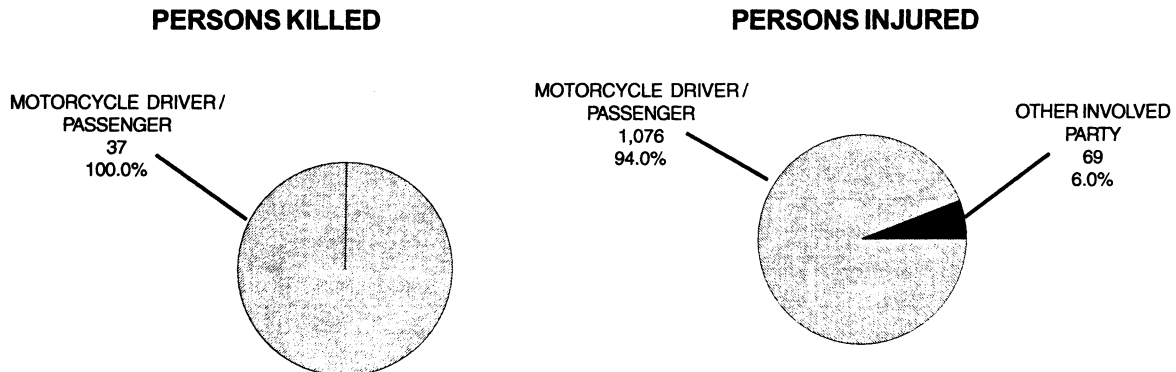
MISSOURI MOTORCYCLE PERSONAL INJURY PROBLEM ANALYSIS CLOCK

1999



In most instances, motorcycle drivers or passengers are the ones killed and injured when they are involved in a traffic crash. All 37 persons killed in motorcycle traffic crashes were motorcycle drivers / passengers. Of the 1,145 injured, 94.0% were motorcycle drivers / passengers while 6.0% were some other person in the incident.

1999 MISSOURI MOTORCYCLE TRAFFIC CRASHES (Person Involvement)



A significant number of motorcyclists and their passengers killed and injured in Missouri traffic crashes are young. Of those killed, 10.8% were under the age of 21 and 12.3% of those injured were in this age group.

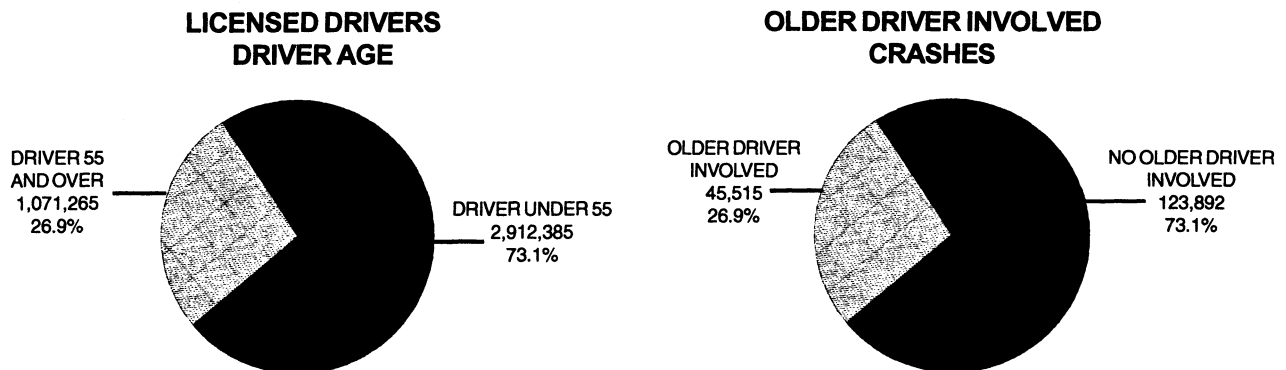
MOTORCYCLE DRIVERS AND PASSENGERS KILLED AND INJURED IN 1999 MISSOURI TRAFFIC CRASHES (Age by Personal Injury Severity)

AGE	KILLED	%	INJURED	%	TOTAL	%
00 - 20 YEARS	4	10.8	131	12.3	135	12.2
21 YEAR AND OVER	33	89.2	938	87.7	971	87.8
UNKNOWN AGE	0	—	7	—	7	—
TOTAL	37	100.0	1,076	100.0	1,113	100.0

III. OLDER DRIVERS

In relation to all other licensed drivers in the State, drivers 55 years of age and over are almost equally involved in Missouri's traffic crash experience. There were 1,071,265 persons 55 years of age and over licensed in Missouri in 1999. They accounted for **26.9%** of the 3,983,650 persons licensed in the State. Of all 1999 Missouri crashes, **26.9%** involved an older driver. **A total of 376 persons were killed and 19,838 were injured in traffic crashes involving an older driver.**

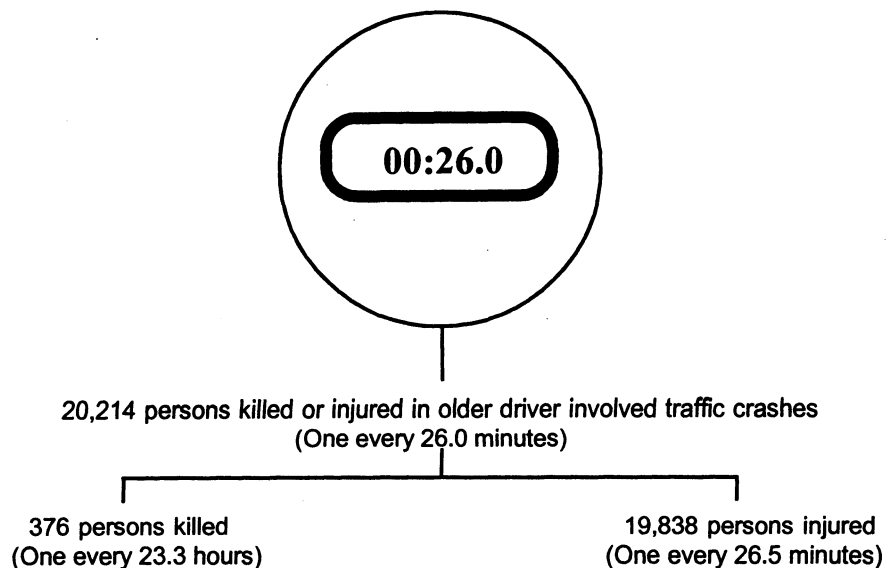
OLDER DRIVER INVOLVEMENT IN MISSOURI TRAFFIC CRASHES



UNKNOWN DATA NOT INCLUDED

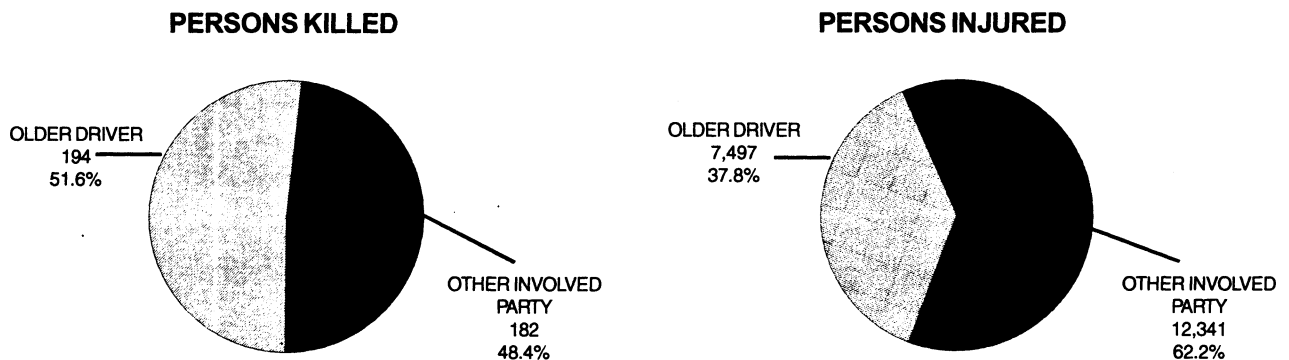
In 1999, 376 persons were killed in the 45,515 Missouri older driver involved traffic crashes. In addition, 19,838 persons were injured in these incidents. In other words, one person was killed every 23.3 hours and one was injured every 26.5 minutes in the State.

MISSOURI OLDER DRIVER INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1999



Some contend older drivers on Missouri roadways are simply hurting and killing themselves. A large number of persons being killed and injured in older driver involved traffic crashes are the older driver. However, a substantial number of persons dying and being injured in these crashes are not older drivers and their actions probably did not contribute to the cause of the collision. Of the 376 persons killed in 1999 Missouri older driver involved traffic crashes, 51.6% were the older driver and 48.4% were some other involved party. Of the 19,838 injured, 37.8% were the older driver while 62.2% were some other person in the incident.

1999 OLDER DRIVER INVOLVED TRAFFIC CRASHES (Person Involvement)



Benchmarks

1. To decrease total young driver-related crashes by 2.0% annually. (Note: This is an ambitious benchmark since the percentage of licensed drivers <21 has increased at a greater rate in the past five years than the percentage of <21 drivers involved in all crashes throughout the state).

<u>Year</u>	<u>Licensed drivers <21</u> <u>% of all licensed drivers</u>	<u>% of All Crashes</u> <u>Involving <21 drivers</u>	<u>% of Fatal Crashes</u> <u>Involving < 21 drivers</u>
1995	7.9%	30.3%	24.0%
1996	8.1%	30.3%	23.2%
1997	9.4%	30.5%	22.4%
1998	10.0%	31.1%	23.0%
1999	10.3%	31.6%	24.5%

2. To decrease alcohol-related crashes caused by drivers under 21 to a maximum 12.5% of total alcohol-related crashes.

<u>Year</u>	<u>% of Total</u>
1995	11.1%
1996	12.5%
1997	12.6%
1998	19.5%
1999	15.7%

3. Provide motorcycle rider training to 1750-1800 riders; Reach 3000-5000 people statewide with materials relevant to motorcycle safety
4. Provide educational/awareness materials to 5% of the older driver population.

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. In addition, we will monitor the increase or decrease in the percentages of the licensed high risk drivers.

Strategies

- Develop an educational awareness program for presentation to Older Drivers; include a presentation on Older Drivers into the Highway Safety statewide conference
- Incorporate educational programs into Missouri's school systems: *Fuel for Your Head* CD Rom; *Every 15 Minutes* alcohol awareness program
- Continue statewide distribution of *Safe Driving for Life, A Parent's Guide to Teaching Your Teen to Drive*
- Continue support for youth prevention & education programs: Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (Corporate Community Traffic Safety Programs; School Assembly Programs; Young Traffic Offenders Program)
- Maintain sections on high risk drivers within the MDHS website; produce, revise & reprint educational materials as needed on drivers within these profiles
- Provide funding to support the Motorcycle Rider Education program through the Missouri Safety Center at Central Missouri State University
- Participate in statewide Motorcycle Advisory Committee
- Provide Motorcycle Accident Investigation training for law enforcement
- Provide funding for projects to apprehend minors attempting to purchase alcohol: Badges in Business, Server Training, Party Patrol

Public Information/Education



PUBLIC INFORMATION & EDUCATION

It is alarming to realize that traffic crashes have become an accepted part of our mobile society. The Division needs a highly visible traffic safety campaign with a central theme in order to heighten awareness and ultimately change attitudes and behaviors. Differing messages have to be developed to reach different target audiences.

The Division introduced the Missouri Millennium Promise (MMP). The MMP is a campaign which strives to force drivers (and passengers) to recognize that safe driving is their personal responsibility. This is accomplished by having them sign a "promise" to be a safe driver by wearing their safety belt, buckling in their children, obeying the speed limits, and never drive after drinking. This campaign has been publicized at local promotional sign-up events, at fairs, in newsletters, on the website, through law enforcement, and by safety advocates. The Division will actively promote the MMP through the end of December 2000.

Benchmarks

1. Heighten awareness and positively impact target audiences concerning traffic safety
2. Heighten awareness regarding the importance of wearing safety belts (increase safety belt use from current rate of 60.8%)
3. Heighten awareness regarding safety issues related to commercial motor vehicles sharing the roads with other traffic (include Commercial Motor Vehicle Safety information in all exhibits and presentations where appropriate)

Performance Measures

Monitor the Missouri Millennium Promise by: number of signed MMP cards received; sign-up events held; and feedback from the public

Track crash statistics relating to target audiences; track the distribution of awareness materials and feedback from target audiences

Assess evaluations/feedback from traffic safety conference; number of conference participants

Assess evaluations/feedback from Women and Minorities Traffic Safety Summit; number of summit participants

Statewide seatbelt survey to determine usage rate

Track: number of presentations given; number of exhibits & audiences reached; acceptance of and participation in campaigns by the motoring public, partners, and sponsors; public services announcements; amount of traffic safety materials distributed annually

Strategies

- Establish focus groups to provide input on traffic safety issues affecting their target population
- Develop and promote a traffic safety campaign designed to reach target audiences
- Host a statewide traffic safety conference in October 2000, "Safe Driving for Life: For All of Us"
- Promote safety awareness campaigns between the Highway Safety and MCSAP programs such as NO-ZONE
- Update website to keep information current and easily accessible
- Secure donations of space for traffic safety billboard campaigns, magazines/newsletters
- Develop base of partners to assist in securing advertising (businesses, not-for-profit organizations, state and federal agencies)
- Assist MCSAP in developing press releases and promotional materials requested
- Host statewide Women and Minorities Traffic Safety Summit

SAFE COMMUNITIES



SAFE COMMUNITIES

Each year, approximately 43,500 people are killed as a result of transportation related incidents involving motor vehicles, railroads, boating, airline incidents and transit operations. Motor vehicle crashes are the principal cause of on-the-job fatalities and the third largest cause of all deaths in the United States. Fatalities, however, are only a small part of the total injury picture. The economic burden of these injuries is enormous--over \$150.5 billion each year in economic costs and \$17 billion in medical costs. the vast majority of the traffic related injuries and deaths are not acts of fate, but are predictable and preventable.

Safety education and awareness of these issues must be addressed on a personal, economic and social basis within each and every community in America. Only through a comprehensive approach that includes public information and enforcement can people's lives be saved and this significant public health issue be addressed.

The State of Missouri works with three local Safe Communities--Northern Missouri in Randolph & Macon Counties; Cape Girardeau; and Springfield.

Benchmarks

1. Enhance overall safe communities program development
2. Increase safety belt use to 65%; increase bicycle safety and pedestrian safety awareness programs; increase traffic safety enforcement and education projects in order to reduce injuries and deaths resulting from motor vehicle crashes.
3. Reduce alcohol-related crashes by 2%; provide public information and education, and conduct enhanced selective enforcement (with emphasis on speed and aggressive driving) to reduce crashes caused by hazardous moving violations by 5%.

Performance Measures

Implementation of a yearly activity calendar; Expanded partnerships; Ongoing analysis of traffic crash and injury data; Safety belt use rates.

Strategies

- Develop and distribute a yearly activity calendar
- Develop and distribute a promotional package for recruiting new partnerships
- Conduct safety belt checkpoints
- Conduct observational safety belt surveys
- Conduct public awareness/educational presentations
- Fund law enforcement countermeasures to reduce traffic violations

ENGINEERING SERVICES & DATA COLLECTION



ENGINEERING SERVICES & DATA COLLECTION

Other areas which are vital to an effective and efficient traffic safety program are data collection and engineering services.

STARS Maintenance & Traffic Safety Compendium

The traffic safety program supports maintenance of the Statewide Traffic Accident Records System (STARS) which is the repository for all crash statistics. The Traffic Safety Compendium, the document that supports this data-driven program, is compiled from statistics collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash data.

Local Community Traffic Assistance

Small communities often lack the fiscal and personnel resources to support studies to determine whether the community has proper traffic signing and control devices, whether improvements are warranted in order to reduce traffic crashes, and whether bridges are adequate and safe.

- ***Traffic Signing Projects***

Since uniform, consistent traffic signing reduces traffic crashes, the Division participates in a cost-sharing program for materials required to bring local communities into compliance with the national Manual on Uniform Traffic Control Devices. This is accomplished through the implementation of a local Traffic Signing Plan.

- ***Bridge and Traffic Engineering Assistance Programs***

Technical expertise is also provided to cities/counties to conduct bridge and traffic engineering countermeasure analyses (including bridge inspections and traffic control device inventory). In order to provide assistance in these areas, the Division of Highway Safety allocates funding, through the Missouri Department of Transportation, for two consultants to perform this service for the local jurisdictions. These projects are identified as the Bridge Engineering Assistance Program (BEAP) and the Traffic Engineering Assistance Program (TEAP), respectively.

Training

Support is also given to provide traffic engineering forums and technology transfer to enhance local capability for accident countermeasure developments. This is accomplished through training workshops and conferences funded through Department of Transportation.

A 3-day instructional program on traffic practices and crash countermeasure development will be offered to local law enforcement and traffic engineers. It is anticipated 4 of these programs will be offered statewide. Participants will receive training on pinpointing typical traffic problems, roadway and/or signing defects, and identifying solutions for high-crash locations.

Missouri Traffic Information System (MOTIS)

This computerized system for collection and comprehensive management of traffic data, provides on-line information concerning traffic activities and needs for local law enforcement agencies. MOTIS allows agencies to track crash occurrences, deploy enforcement efforts, design accident countermeasure programs, and develop customized reports.

Benchmarks

1. Production of the annual Traffic Safety Compendium in a timely fashion for easy use by traffic safety advocates, law enforcement agencies, media, and the general public
2. Provide assistance to 40 local communities for traffic and bridge engineering assessments and traffic signing
3. Provide training for engineering professionals at workshops and the Annual Traffic Conference (attendance will be dependent upon conference costs based on location and travel constraints)
4. Increase number of agencies utilizing MOTIS program to 200

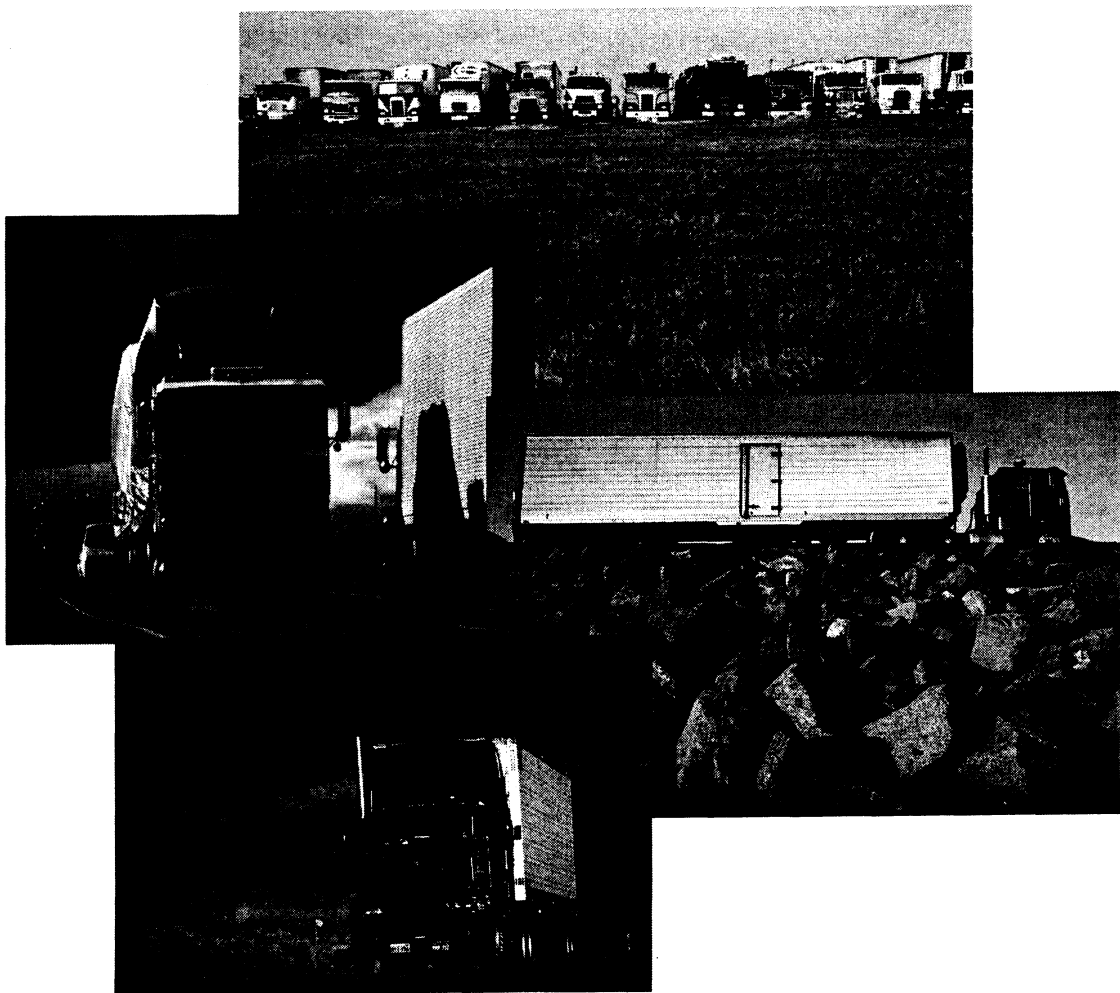
Performance Measures

Continue tracking and analyzing the statistics to determine which problem areas have demonstrated an increase or decrease in crash activity. Evaluate crash statistics by geographic location, driver subgroups, and causation factors to determine positive or negative trends.

Strategies

- Encode all accident reports into the STARS system, ensuring accuracy and efficiency; provide equipment to support STARS maintenance
- Utilize statistics to produce the annual Traffic Safety Compendium to assist the Division of Highway Safety and local communities in developing problem identification
- Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety standards
- Provide training to assure state and local engineers are kept abreast of current technology
- Offer 4 regional workshops on high accident location countermeasures
- Finalize Windows upgrade on MOTIS software; explore strategies for programming improvements

COMMERCIAL MOTOR VEHICLE



COMMERCIAL MOTOR VEHICLE

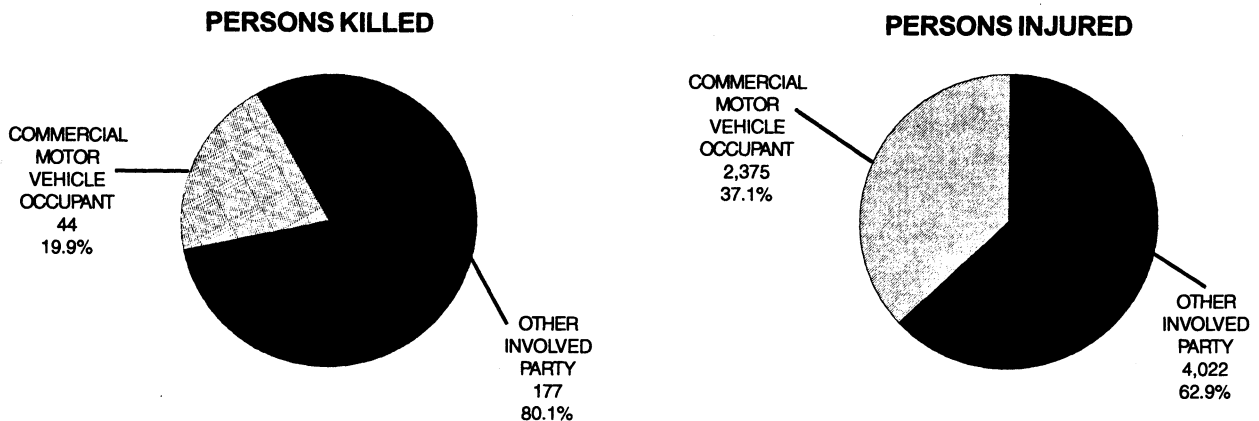
Commercial motor vehicles are involved in a substantial number of traffic crashes in Missouri, especially those resulting in the death of one or more persons. In 1999, there were 193,890 traffic crashes in the State. In these crashes, 18,742 or 10.3% involved a commercial motor vehicle. However, there were 964 traffic crashes where one or more persons died. In these incidents, 179 or 18.8% involved a commercial motor vehicle.

Commercial motor vehicles are defined as trucks having six or more tires on the power unit, buses or school buses with occupant capacities of 16 or more, or vehicles displaying hazardous material placards.

Because most commercial motor vehicles are large transport devices which are much heavier than the normal vehicle population, they cause greater amounts of personal injury and severity to the occupants of vehicles they collide with. When analyzing the types of persons killed or injured in commercial motor vehicle crashes, the great majority were not commercial motor vehicle drivers or passengers.

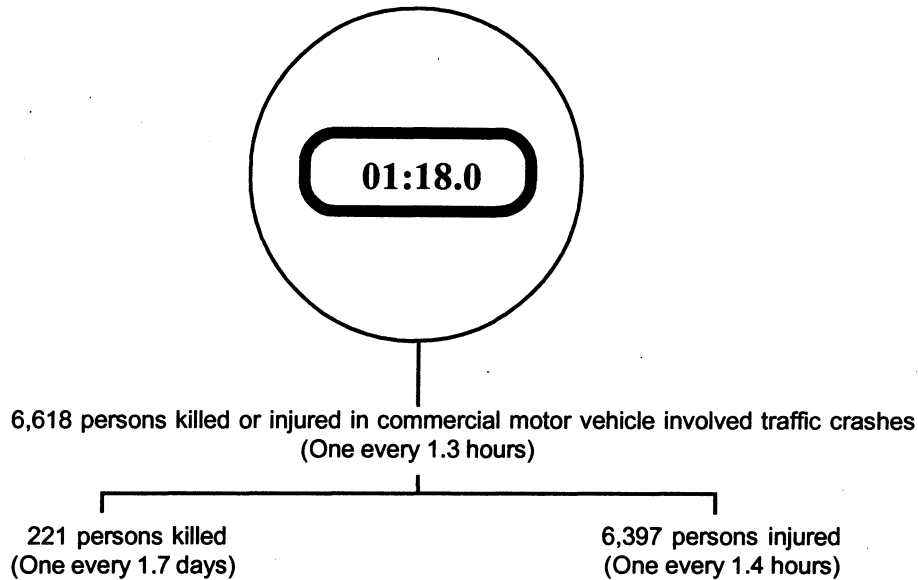
Of those killed in 1999 Missouri commercial motor vehicle traffic crashes, 19.9% were commercial motor vehicle drivers or passengers and 80.1% were other parties in the incident. When examining injuries, 37.1% were commercial motor vehicle occupants and 62.9% were some other party.

1999 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES



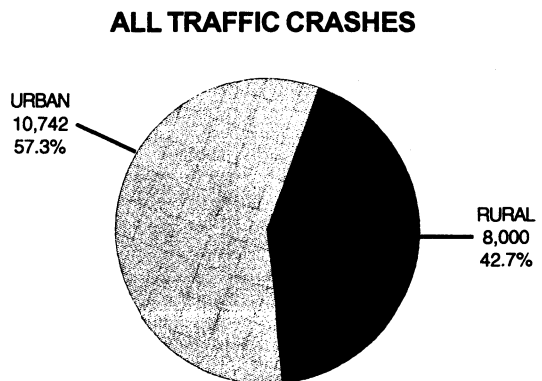
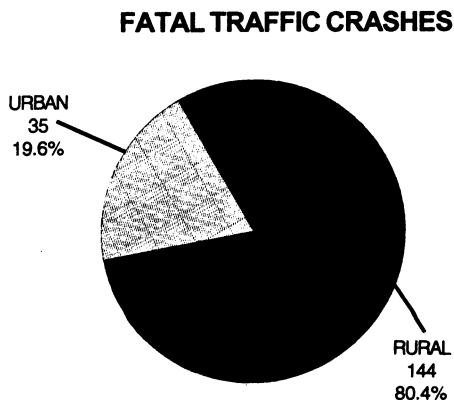
In 1999, 221 persons were killed and 6,397 injured in commercial motor vehicle involved traffic crashes. In other words, one person was killed every 1.7 days and one was injured every 1.4 hours in the State.

MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1999



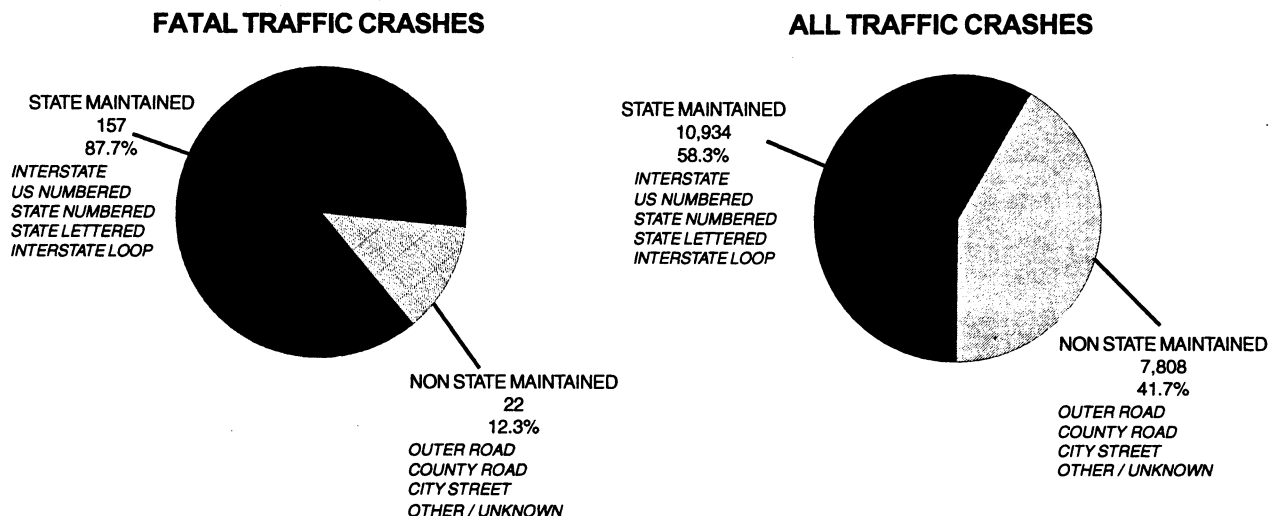
When analyzing where 1999 commercial motor vehicle crashes occur in the State, it was found that a little over half (57.3%) occur in urban areas and slightly less than half (42.7%) happen in rural areas. However, when examining those commercial motor vehicle crashes resulting in death the picture changes. In 1999 fatal commercial motor vehicle crashes, 80.4% occurred in a rural area of the State.

1999 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES (Area Classification)



Most 1999 commercial motor vehicle traffic crashes occur on roadways that are state maintained. These include interstates, US highways, state numbered, and state lettered roadways. When examining 1999 fatal commercial motor vehicle crashes, an even greater proportion occur on these types of roadways. In fatal crashes, 87.7% occurred on state maintained roadways and 12.3% were on other types (such as city streets or county roads). In total crashes, 58.3% were on state maintained roads and 41.7% occurred on other types of roads.

1999 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES (Highway Classification)

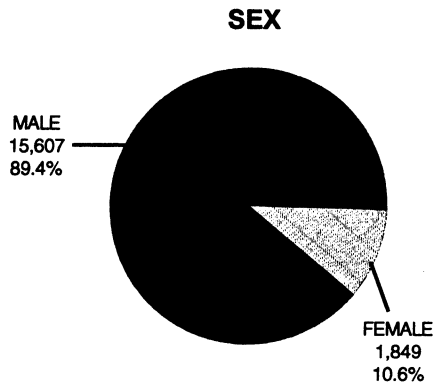


An analysis was conducted on commercial motor vehicle drivers in Missouri 1999 traffic crashes. There were 19,403 commercial motor vehicle drivers in 18,742 traffic crashes. The average age of the commercial motor vehicle driver was 40.7 years. Males accounted for 89.4% of these drivers and females 10.6%. Of the commercial motor vehicle drivers involved, almost one-third (30.9%) were licensed out-state, 68.3% were licensed in Missouri, and less than 1% (0.8%) were unlicensed at the time of the crash.

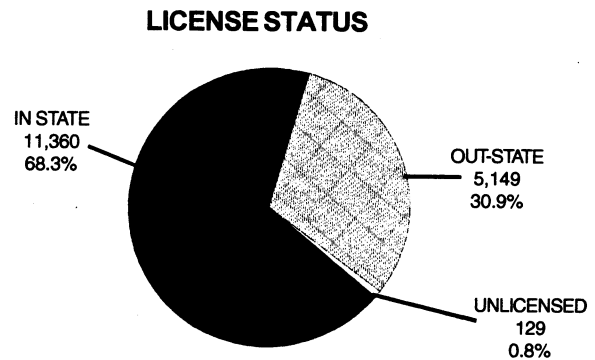
AVERAGE AGE OF COMMERCIAL MOTOR VEHICLE DRIVERS

SEVERITY	AGE
FATAL	41.5
PERSONAL INJURY	40.9
PROPERTY DAMAGE	40.7
TOTAL	40.7

COMMERCIAL MOTOR VEHICLE DRIVERS INVOLVED IN 1999 MISSOURI TRAFFIC CRASHES (Driver Characteristics)



UNKNOWN DATA NOT INCLUDED



UNKNOWN DATA NOT INCLUDED

Benchmarks

1. Reduce the commercial motor vehicle per-mile-traveled crash rate by 2% over the next three years

Performance Measures

Crash statistics involving commercial motor vehicles will be monitored and evaluated to determine whether the state's countermeasures are effecting a reduction in the number of crashes.

Strategies

- Develop a statewide Commercial Vehicle Enforcement Plan that includes inspections, enforcement, compliance reviews, training, public education, data collection and reporting
- Administer the Motor Carrier Safety Assistance Program within the Division of Highway Safety
- Participate in Missouri's Intelligent Transportation Systems/Commercial Vehicle Operations Program

FY 2001 BUDGET BY PROJECT



MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
		PLANNING AND ADMINISTRATION	\$ 150,000.00	\$ 150,000.00	\$ -	\$ -
01-PA-01	MDHS	Coordination (Internal Administration)	\$ 150,000.00	\$ 150,000.00		
		POLICE TRAFFIC SERVICES	\$ 2,585,490.71	\$ 2,585,490.71	\$ -	\$ -
01-PT-02-6	Mo. Southern State College	Law Enforcement Training	\$ 18,000.00	\$ 18,000.00		
		4 Vehicle Search & Seizure \$ 6000				
		4 High Risk Vehicle Stops \$ 6000				
		4 Beyond the Ticket \$ 6000				
01-PT-02-5	CMSU Missouri Safety Center	Ride Safe Missouri	\$ 27,000.00	\$ 27,000.00		
		New Mobile Unit \$ 12000				
		Replacement Equipment - Mobile Unit Cycles \$ 15000				
01-PT-02-4	CMSU Missouri Safety Center	Traffic Enforcement Education Program	\$ 64,600.00	\$ 64,600.00		
		2 Court Room Testimony \$ 5800				
		2 Crash Scene Investigation I \$ 5600				
		2 Crash Scene Investigation II \$ 5600				
		2 Crash Scene Investigation III \$ 5600				
		2 Crash Scene Investigation IV \$ 5600				
		2 Crash Scene Investigation V \$ 5600				
		2 Crash Scene Investigation VI \$ 5600				
		2 Report Writing \$ 2000				
		1 Reconstruction Prep Course \$ 3000				
		1 Reconstruction Course \$ 12000				
		2 Drugs That Impair \$ 550				
		2 DWI Traffic Law Update \$ 650				
		2 Liability for Traffic Officers \$ 1000				
		2 Search & Seizure and The Traffic Officer \$ 1000				
		1 Impairment Detection for School Resource Officers \$ 5000				
01-PT-02-1	MDHS	Coordination (Program Management)	\$ 115,000.00	\$ 115,000.00		
01-PT-02-2	MDHS	LETSAC Advisory Council Support	\$ 20,000.00	\$ 20,000.00		
01-PT-02-9	MDHS	Printing, Postage, Photography, Misc. Expenses	\$ 160,000.00	\$ 160,000.00		
01-PT-02-10	MDHS	Public Information and Education	\$ 69,000.00	\$ 69,000.00		
01-PT-02-11	Beenders Marketing Group	Public Information and Education (Ad Agency)	\$ 140,000.00	\$ 140,000.00		
01-PT-02-7	MDHS	Governor's Highway Safety Conference	\$ 20,000.00	\$ 20,000.00		
01-PT-02-12	MDHS	Operation Lifesavers - Economic Development	\$ 5,000.00	\$ 5,000.00		
01-PT-02-14	MDHS	National/Regional Highway Safety Workshops	\$ 90,000.00	\$ 90,000.00		
01-PT-02-15	MDHS	Equipment Upgrade	\$ 20,000.00	\$ 20,000.00		
01-PT-02-13	MDHS	Special Traffic Enforcement Statewide (STEP)	\$ 35,000.00	\$ 35,000.00		
01-PT-02-17	MDHS	Minority and Women Summit	\$ 20,000.00	\$ 20,000.00		
01-PT-02-18	MDHS	Fuel for Your Head	\$ 40,000.00	\$ 40,000.00		
01-PT-02-3	Mo. State Highway Patrol	Law Enforcement Training	\$ 213,000.00	\$ 213,000.00		
		Basic Acc. Investigation \$ 18600				
		Advanced Acc. Investigation \$ 13020				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
		Accident Reconstruction \$ 15624				
		Accident Reconstruction Re-Training \$ 2790				
		BAC Type II \$ 8928				
		BAC Type III \$ 11904				
		BioMechanics for Collision Inv. \$ 11160				
		Computer Acc. Diagramming \$ 93000				
		Pedestrian/Motorcycle Acc. Inv. \$ 5952				
		DWI Drug and Alcohol Enforcement \$ 12400				
		EVOC Training \$ 11780				
		Radar Instructor \$ 3100				
		SFST Instructor \$ 2182				
		Ed./Equip. Supplies & Instr. Materials \$ 2560				
01-PT-02-19	Mo. State Highway Patrol	Aircraft Enforcement	\$ 65,000.00	\$ 65,000.00		
		2000 Aircraft Hours \$				
		Manpower (OT) \$				
01-PT-02-20	Mo. State Highway Patrol	Skill Development	\$ 21,500.00	\$ 21,500.00		
		CARE \$ 5000				
		LETSAC \$ 2500				
		IACP/Annual \$ 1500				
		IACP/Hwy. Safety Mtg. \$ 1500				
		MCIU \$ 5000				
		USEOW, Idaho \$ 6000				
01-PT-02-21	Mo. State Highway Patrol	Stop the Knock	\$ 10,000.00	\$ 10,000.00		
01-PT-02-22	Cape Girardeau Fire Department	Traffic Cones, Vests and Materials	\$ 1,100.00	\$ 1,100.00		
01-PT-02-23	Cape Girardeau PD	Automated Red Light Information Technology	\$ 75,000.00	\$ 75,000.00		
		ENFORCEMENT PROJECTS				
01-PT-02-24	Arnold PD	HMV (OT) \$ 2188	\$ 5,677.25	\$ 5,677.25		
		Sobriety Checkpoint (OT) \$ 3489.25				
01-PT-02-25	Ballwin PD	HMV (OT) \$ 5000	\$ 5,000.00	\$ 5,000.00		
01-PT-02-26	Bellefontaine Neighbors PD	HMV (OT) \$ 7084.48	\$ 15,736.08	\$ 15,736.08		
		DWI (OT) \$ 2745.6				
		DWI Equipment - 1 In-Car Video Camera \$ 2500				
		Sobriety Checkpoint (OT) \$ 3406				
01-PT-02-27	Bel-Nor PD	HMV (OT) \$ 5000	\$ 5,000.00	\$ 5,000.00		
01-PT-02-28	Belton PD	HMV (OT) \$ 1600	\$ 21,475.00	\$ 21,475.00		
		Speed (OT) \$ 6000				
		1 Handheld Radar \$ 750				
		1 Moving Radar \$ 2000				
		Sobriety Checkpoints (OT) \$ 3250				
		DWI (OT) \$ 4800				
		2 PBTs \$ 325				
		1 In-Car Video Camera \$ 2750				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total	Funding Source		
			Allocation	402	402 YA	410
01-PT-02-29	Blue Springs PD	Sobriety Checkpoint (OT) \$ 3650	\$ 3,650.00	\$ 3,650.00		
01-PT-02-30	Boone County SD	HMV (OT) \$ 8094.72	\$ 13,566.77	\$ 13,566.77		
		HMV Equipment - 1 Radar \$ 1000				
		DWI (OT) \$ 2722.05				
		DWI Equipment - 1 In-Car Video Camera \$ 1750				
01-PT-02-31	Brentwood PD	HMV (OT) \$ 5050	\$ 6,000.00	\$ 6,000.00		
		HMV Equipment - 1 Radar \$ 950				
01-PT-02-32	Brookfield PD	Sobriety Checkpoint (OT)	\$ 2,530.00	\$ 2,530.00		
01-PT-02-33	Cass County SD	HMV (OT) \$ 8148.48	\$ 21,036.18	\$ 21,036.18		
		DWI (OT) \$ 7639.2				
		DWI Equipment - 3 Transportable Transverable Video Cameras \$ 5248.5				
01-PT-02-34	Cass County STEP Program	HMV (OT) \$ 18000	\$ 20,000.00	\$ 20,000.00		
		Sobriety Checkpoint (OT) \$ 2000				
01-PT-02-35	Chesterfield PD	Workforce Traffic Safety Officer/Crash Investigation (OT) \$ 31010	\$ 36,710.00	\$ 36,710.00		
		Incentives - Employers Plaques, Signs, Banners, etc. \$ 1000				
		Incentives - Employee/Citizen Keychains, Coupons, etc. \$ 4000				
		Videos \$ 300				
		Printing & Postage \$ 200				
		Office Supplies \$ 200				
01-PT-02-36	Clark County SD	DWI (OT) \$ 3006.72	\$ 4,964.22	\$ 4,964.22		
		Sobriety Checkpoint (OT) \$ 1957.5				
01-PT-02-37	Clay County SD	HMV (OT) \$ 35000	\$ 35,000.00	\$ 35,000.00		
		Speed (OT) \$				
		Youth Alcohol (OT) \$ 0				
		DWI (OT) \$				
		Sobriety Checkpoint (OT) \$				
		DWI Warrant Sweep (OT) \$				
		Construction Zone (OT) \$				
01-PT-02-38	Clinton County SD	HMV (OT) \$ 7500	\$ 9,337.00	\$ 9,337.00		
		HMV Equipment - 2 Radars \$ 1837				
01-PT-02-39	Columbia PD	DWI (OT) \$ 7334	\$ 7,334.00	\$ 7,334.00		
01-PT-02-40	Creve Coeur PD	Sobriety Checkpoint (OT) \$ 4616.75	\$ 9,710.99	\$ 9,710.99		
		HMV (OT) \$ 2529.36				
		HMV Equipment - 1 Radar \$ 900				
		BAT Van Inter-Agency Usage (OT) \$ 1664.88				
01-PT-02-41	Des Peres PD	DWI (OT) \$ 2000	\$ 4,000.00	\$ 4,000.00		
		HMV (OT) \$ 2000				
01-PT-02-42	Eureka PD	Speed (OT) \$ 3714.56	\$ 5,804.00	\$ 5,804.00		
		HMV (OT) \$ 2089.44				
01-PT-02-43	Farmington PD	HMV (OT) \$ 7236	\$ 8,136.00	\$ 8,136.00		
		HMV Equipment - 1 Radar \$ 900				
01-PT-02-44	Ferguson PD	HMV (OT) \$ 6327.36	\$ 6,327.36	\$ 6,327.36		

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total	Funding Source		
			Allocation	402	402 YA	410
01-PT-02-45	Festus PD	HMV (OT) \$ 4000	\$ 12,000.00	\$ 12,000.00		
		DWI (OT) \$ 4000				
		Equipment - 4 In-Car Video Cameras \$ 4000				
01-PT-02-46	Florissant PD	Sobriety Checkpoint (OT) \$ 4247.5	\$ 12,247.50	\$ 12,247.50		
		HMV (OT) \$ 4000				
		Multi-Jurisdictional Partnership (OT) \$ 4000				
01-PT-02-47	Gladstone PD	HMV (OT) \$ 5376	\$ 14,344.50	\$ 14,344.50		
		Sobriety Checkpoint (OT) \$ 3592.5				
		Speed (OT) \$ 5376				
01-PT-02-48	Glendale PD	HMV (OT)	\$ 3,750.00	\$ 3,750.00		
01-PT-02-49	Grain Valley PD	Speed (OT) \$ 2000	\$ 4,777.25	\$ 4,777.25		
		Sobriety Checkpoint (OT) \$ 2777.25				
01-PT-02-50	Hannibal PD	HMV (OT) \$ 11520	\$ 14,645.00	\$ 14,645.00		
		Equipment - 1 Radar \$ 3125				
01-PT-02-51	Hazelwood PD	HMV (OT) \$ 5000	\$ 9,303.00	\$ 9,303.00		
		Sobriety Checkpoint (OT) \$ 4303				
01-PT-02-52	Herculaneum PD	Speed (OT) \$ 1620	\$ 2,539.00	\$ 2,539.00		
		1 Radar \$ 919				
01-PT-02-53	Hermann PD	Sobriety Checkpoint (OT) (Change to DWI OT) \$ 2000	\$ 2,000.00	\$ 2,000.00		
01-PT-02-54	Independence PD	HMV (OT) \$ 90000	\$ 90,000.00	\$ 90,000.00		
		DWI (OT) \$				
		Sobriety Checkpoint (OT) \$				
		Youth Alcohol Offender (OT) \$				
		Red Light Running/Aggressive Driving \$				
01-PT-02-55	Jasper County SD	HMV (OT) \$ 7318.5	\$ 14,637.00	\$ 14,637.00		
		DWI (OT) \$ 7318.5				
01-PT-02-56	Jefferson County SD	Speed (OT) \$ 25000	\$ 58,820.00	\$ 58,820.00		
		Speed Equipment - 10 Speed Detection Devices \$ 5250				
		DWI (OT) \$ 25000				
		Sobriety Checkpoints (OT) \$ 3570				
01-PT-02-57	Joplin PD	HMV (OT) \$ 9000	\$ 9,000.00	\$ 9,000.00		
01-PT-02-58	Kansas City PD	HMV (OT) \$ 49356	\$ 240,171.00	\$ 240,171.00		
		DWI (OT) \$ 32940				
		Sobriety Checkpoint (OT) \$ 53760				
		1 Pentium II Laptop \$ 1750				
		1 Flatbed Scanner USB \$ 150				
		Speed (OT) \$ 42624				
		Traffic Signal Violations (OT) \$ 49536				
		Educational Project (OT) \$ 9360				
		Educational Project Equipment - 1 Six Pack Fatal Vision Goggles \$ 695				
01-PT-02-59	Kirkwood PD	HMV (OT)	\$ 6,000.00	\$ 6,000.00		

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
01-PT-02-60	Lee's Summit PD	HMV (OT) \$ 14040	\$ 22,360.00	\$ 22,360.00		
		DWI (OT) \$ 8320				
01-PT-02-61	Manchester PD	Youth Alcohol Equipment - 1 In-Car Video Camera \$ 2500	\$ 2,500.00	\$ 2,500.00		
01-PT-02-62	Maryland Heights PD	HMV (OT) \$ 47465	\$ 68,265.00	\$ 68,265.00		
		1 Ford Crown Victoria Car \$ 10000				
		1 Custom Paint/Decals \$ 1000				
		Emergency Equipment \$ 1000				
		Police Radio \$ 500				
		Mobile Data Terminal \$ 3500				
		MDT Modem \$ 500				
		Auto Vehicle Locator System \$ 300				
		1 In-Car Video Camera \$ 3000				
		Multi-Lane Radar \$ 1000				
01-PT-02-63	Neosho PD	HMV (OT) \$ 4004	\$ 4,004.00	\$ 4,004.00		
01-PT-02-64	O'Fallon PD	Sobriety Checkpoint (OT) \$ 3503.25	\$ 5,671.65	\$ 5,671.65		
		DWI (OT) \$ 2168.4				
01-PT-02-65	Overland PD	HMV (OT) \$ 14000	\$ 14,000.00	\$ 14,000.00		
		Speed (OT) \$				
		DWI (OT) \$				
		Occupant Protection (OT) \$				
		Sobriety Checkpoint (OT) \$				
01-PT-02-66	Pine Lawn PD	HMV (OT) \$ 2035.2	\$ 6,664.00	\$ 6,664.00		
		Speed (OT) \$ 1356.8				
		Speed Equipment - 1 Radar \$ 2000				
		DWI (OT) \$ 1272				
01-PT-02-67	Platte County SD	Traffic Safety Officer \$ 13983.66	\$ 36,687.66	\$ 36,687.66		
		HMV (OT) \$ 16896				
		DWI (OT) \$ 5808				
01-PT-02-68	Pleasant Hill PD	HMV (OT) \$ 7360	\$ 7,410.00	\$ 7,410.00		
		2 Signage \$ 50				
01-PT-02-69	Rock Hill PD	HMV (OT) \$ 4419.36	\$ 4,419.36	\$ 4,419.36		
01-PT-02-70	Sedalia PD	HMV (OT) \$ 10000	\$ 10,000.00	\$ 10,000.00		
01-PT-02-71	St. Charles City PD	Speed (OT) \$ 9045	\$ 32,666.00	\$ 32,666.00		
		DWI (OT) \$ 7236				
		HMV (OT) \$ 12060				
		Sobriety Checkpoint (OT) \$ 4325				
01-PT-02-72	St. Charles County SD	DWI (OT) \$ 10152.96	\$ 12,268.16	\$ 12,268.16		
		DWI BAT Van Project (OT) \$ 2115.2				
01-PT-02-73	St. John PD	Sobriety Checkpoint (OT) \$ 4000	\$ 21,971.50	\$ 21,971.50		
		Partnership Project (OT) \$ 8324				
		Partnership Project Equipment - 3 Radars \$ 3647.5				
		HMV (OT) \$ 6000				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
01-PT-02-74	St. Joseph PD	HMV (OT) \$ 20621	\$ 20,621.00	\$ 20,621.00		
		DWI (OT) \$				
		Sobriety Checkpoint (OT) \$				
01-PT-02-75	St. Louis City PD	HMV (OT) \$ 225000	\$ 225,000.00	\$ 225,000.00		
		Speed (OT) \$				
		Speed Equipment - 2 Laser Radars \$				
		DWI (OT) \$				
01-PT-02-76	St. Louis County PD	DWI (OT) \$ 23040	\$ 64,200.00	\$ 64,200.00		
		Sobriety Checkpoint (OT) \$ 6600				
		HMV (OT) \$ 34560				
01-PT-02-77	St. Peters PD	HMV (OT) \$ 7500	\$ 15,000.00	\$ 15,000.00		
		DWI (OT) \$ 7500				
01-PT-02-78	Sugar Creek PD	HMV (OT) \$ 8103.68	\$ 8,103.68	\$ 8,103.68		
01-PT-02-79	Thayer PD	HMV (OT) \$ 500	\$ 1,000.00	\$ 1,000.00		
		Equipment - 3 Radars (\$ 500)				
01-PT-02-80	Town & Country PD	HMV (OT) \$ 2720	\$ 8,160.00	\$ 8,160.00		
		DWI (OT) \$ 5440				
01-PT-02-81	UMC Police	DWI (OT) \$ 2500	\$ 5,000.00	\$ 5,000.00		
		DWI Equipment - 1 In-Car Video Camera \$ 2500				
01-PT-02-82	Union PD	HMV (OT) \$ 10089.6	\$ 12,089.60	\$ 12,089.60		
		Equipment - 2 Radars \$ 2000				
01-PT-02-83	Washington PD	HMV (OT) \$ 2500	\$ 7,000.00	\$ 7,000.00		
		HMV Equipment - 1 Radar \$ 1000				
		Sobriety Checkpoint (OT) \$ 3500				
		ALCOHOL	\$ 499,865.00	\$ 499,865.00	\$ -	\$ -
01-AL-03-1	MDHS	Coordination (Program Management)	\$ 90,000.00	\$ 90,000.00		
01-AL-03-2	MDHS	Sobriety Checkpoint Equipment Purchases	\$ 60,000.00	\$ 60,000.00		
01-AL-03-3	Mo. State Highway Patrol	Sobriety Checkpoint Overtime	\$ 116,328.00	\$ 116,328.00		
		Personnel \$97356, BAT Van Driver \$7200, Travel \$3000,				
		Per Diem \$828, Emergency Lighting & Supplies \$2764,				
		Bat Van Maintenance \$5000				
01-AL-03-4	CMSU Missouri Safety Center	Statewide DWI Breath Testing Assistance Program	\$ 158,983.00	\$ 158,983.00		
		Administrator Salary & Fringe \$53165				
		Technician Salary & Fringe \$32217				
		.5 Secretary Salary \$9000				
		.5 Secretary Fringe \$2025				
		80 Type II Training \$3500				
		65 Type III Training \$3500				
		40 Type III Regional Training \$3500				
		50 Type II Update Training \$3500				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
		Fleet Operations \$7800				
		Travel for Lab Staff \$7000				
		General Operations \$10000				
		Parts and Repair Supplies \$12000				
		8% Indirect Costs \$11,776				
01-AL-03-5	University of Missouri	CHEERS Program	\$ 74,554.00	\$ 74,554.00		
		Personnel \$ 26750				
		Benefits \$2480				
		Travel \$6000				
		Printing \$5000				
		Telephone Services \$800				
		Postage \$1500				
		Supplies \$20000				
		Storage Space \$385				
		18.5% Indirect Costs \$11639				
		410 ALCOHOL INCENTIVE FUNDS	\$ 746,200.50	\$ -	\$ -	\$ 746,200.50
01-J7-03-1	Malden PD	Sobriety Checkpoint Overtime	\$ 2,021.25			\$ 2,021.25
01-J7-03-2	Seneca PD	Sobriety Checkpoint Overtime	\$ 1,656.25			\$ 1,656.25
01-J7-03-3	Mo. Southern State College	Training Courses	\$ 12,000.00			\$ 12,000.00
		1 SFST Course \$3000				
		1 DWI Crash Investigation Course \$3000				
		2 Sobriety Checkpoint Training Courses \$6000				
01-J7-03-4	Mo. Western State College	Training Courses	\$ 6,800.00			\$ 6,800.00
		2 SFST \$2700				
		2 Drug Impaired Driver \$1300				
		2 Search and Seizure for Traffic Stops \$2800				
01-J7-03-5	Division of Liquor Control	Badges in Business	\$ 193,834.00			\$ 193,834.00
		Overtime \$70296				
		Travel Expenses \$5350				
		Consultant \$3000				
		Server Training				
		Overtime \$23432				
		Travel Expenses \$2735				
		Party Patrol (ASAP)				
		Overtime \$26361				
		Travel Expenses \$3000				
		Community Service - Server Training Materials				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
		Newsletter & Postage \$4000				
		ID Checking Guide \$8600				
		ASAP Pamphlets \$3000				
		Promotional Items \$4400				
		Public Relations				
		Resource Director \$34671				
		Website Service Hours \$3415				
		Website Equipment & Expenses \$350				
		Hotline \$1224				
01-J7-03-6	Office of State Courts Administrator	Traffic Court Bench Guide \$7500	\$ 29,019.00			\$ 29,019.00
		DWI/Alcohol Conference				
		Binders & Supplies \$3993.50				
		Speaker Expenses \$3425.50				
		2 Group Lunches \$13300				
		Room Charges \$800				
01-J7-03-7	Department of Revenue	DWI/Impaired Driving Trials \$5000	\$ 25,500.00			\$ 25,500.00
		GENERAL Counsel Judge/Prosecutor Training				
		Seminars for Law Enforcement \$6500				
		Newsletter & Mailings \$5000				
		Attorney Training & Travel Costs \$9000				
01-J7-03-8	Mo. Office of Prosecution Services	Prosecutors Guide to Managing Misdemeanor Cases	\$ 233,555.00			\$ 233,555.00
		Personnel and Fringe of Subcontractor \$67800				
		Overhead of Subcontractor \$28102				
		Other Contractual \$57600				
		Travel \$40190				
		Supplies \$1180				
		Equipment \$1550				
		Other \$2000				
		Subcontractor Fixed Fee \$13889				
		Training Programs:				
		DWI/Vehicular Homicide \$10340				
		Lethal Weapon Trial School \$10904				
01-J7-03-9	CMSU Missouri Safety Center	Advanced DWI/Sobriety Checkpoint Statewide Programs	\$ 22,615.00			\$ 22,615.00
		60 Officers Tuition \$20940				
		8% indirect Costs \$1675				
01-J7-03-10	CMSU Missouri Safety Center	Certified SFST Instruction	\$ 25,920.00			\$ 25,920.00
		4 Regional Courses \$15200				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
		2 Instructor Development Courses \$8800				
		8% Indirect Costs \$1920				
01-J7-03-11	MDHS	Governor's Commission on DWI and Impaired Driving	\$ 10,000.00			\$ 10,000.00
01-J7-03-12	MDHS	Coordination (Program Management)	\$ 60,000.00			\$ 60,000.00
01-J7-03-13	MDHS	Ignition Interlock Training Tapes	\$ 14,000.00			\$ 14,000.00
01-J7-03-14	MDHS	Drug Recognition Evaluation Recertification Program	\$ 5,000.00			\$ 5,000.00
01-J7-03-15	MDHS	Annual Courts Conference	\$ 15,000.00			\$ 15,000.00
01-J7-03-16	Mo. State Highway Patrol	DWI Saturation Patrol Overtime (Show Me Safe and Sober)	\$ 89,280.00			\$ 89,280.00
		YOUTH ALCOHOL EARMARKED FUNDS	\$ 419,319.73	\$ -	\$ 419,319.73	\$ -
01-YA-03-1	Springfield Team Spirit	Team Spirit	\$ 40,000.00		\$ 40,000.00	
		Retreat Mileage & Staff Registration \$1500				
		10 Teen Staff \$ 1000				
		6 Adult Staff \$ 1800				
		1 Conference Faciliator \$ 500				
		3 Logistics Staff \$ 1200				
		Security \$ 200				
		General Operational Cost \$ 2200				
		Staff In-Service \$ 1960				
		Conference Expenses \$ 26290				
		Incentive Items \$ 2300				
		Staff & Participant T-Shirts \$ 900				
		Miscellaneous \$ 150				
01-YA-03-2	Cape Girardeau Team Spirit	Team Spirit	\$ 36,774.24		\$ 36,774.24	
		Coordinator Fees \$3000				
		Adult & Team Staff Labor \$ 3500				
		Staffing Meals & Supplies \$ 400				
		Staff Leadership Training & Reuion \$ 300				
		Travel \$ 1050				
		Staff Meals Pre-Conference \$ 500				
		Conference Meals & Lodging \$ 20069.24				
		Meeting Room Rental \$ 1750				
		Presentor Fees \$2550				
		Conference Supplies, Equipment, Printing \$ 2455				
		Incentive Items \$1200				
01-YA-03-3	Northern Mo. Safe Communities	Team Spirit	\$ 10,000.00		\$ 10,000.00	
		Presentors/Special Program \$ 2000				
		Meals \$ 3000				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
		Travel Expenses \$ 1000				
		Supplies, Incentives, Equipment, Printing & Postage \$ 4000				
01-YA-03-4	UMC THINK First Program	Corporate Community Traffic Safety Program	\$ 100,790.00		\$ 100,790.00	
		Personnel \$ 34601				
		Travel \$ 6000				
		Speakers \$ 5000				
		Supplies, Printing & Phones \$ 1500				
		18.5% Indirect Costs \$ 8714				
		School Assembly Programs \$ 40000				
		Kids Elementary Curriculum \$ 4975				
01-YA-03-5	Kansas City THINK FIRST Program	YTOP Program	\$ 81,755.49		\$ 81,755.49	
		Coordinator Salary & Benefits \$ 22467.74				
		Long Distance Phone Calls \$ 120				
		Medical Supplies \$ 500				
		Portable Projector Screen \$ 250				
		Letterhead, Pens, Paper, Envelopes \$ 2500				
		Brochures \$ 2500				
		Cell Phone \$ 1260				
		Pager \$ 72				
		Speaker Lunches \$ 1680				
		Speaker Stipends \$ 7800				
		Speaker Mileage \$ 1395				
		Coordinator Mileage \$ 232.5				
		Conference for Coordinator \$ 1300				
		Conference for Speaker \$ 1300				
		Prevention Program				
		Coordinator Salary & Benefits \$ 7489.25				
		Speakers Stipends \$ 16900				
		Speakers Mileage \$ 2380				
		Coordinator Mileage \$ 1020				
		Speakers Meals at Quarterly Meetings \$ 300				
		Student Giveaways \$ 1500				
		Health Fair Materials & Giveaways \$ 1750				
		Cell Phone \$ 270				
		Letterhead & Envelopes \$1250				
		Kids Curriculum \$995				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
		Speakers Shirts \$ 337.5				
		Coordinator Travel \$ 2599.5				
		Speakers Travel \$ 1225				
		Speakers Costs for Drunk Driving Simulations \$ 260				
		Mileage for Drunk Driving Simulations \$102				
01-YA-03-6	MDHS	Parents Survival Guide for young Drivers	\$ 100,000.00		\$ 100,000.00	
01-YA-03-7	MDHS	Youth Prevention	\$ 50,000.00		\$ 50,000.00	
		OCCUPANT PROTECTION	\$ 154,000.00	\$ 154,000.00	\$ -	\$ -
01-OP-05-1	MDHS	Coordination (Program Management)	\$ 40,000.00	\$ 40,000.00		
01-OP-05-2	MDHS	Car Seat Training Program	\$ 29,000.00	\$ 29,000.00		
01-OP-05-3	MDHS	Occupant Protection Educational Materials	\$ 85,000.00	\$ 85,000.00		
		TRAFFIC RECORDS	\$ 130,896.00	\$ 130,896.00	\$ -	\$ -
01-TR-06-1	MDHS	Coordination (Program Management)	\$ 25,000.00	\$ 25,000.00		
01-TR-06-2	CMSU Missouri Safety Center	Local Traffic Data Analysis Project	\$ 105,896.00	\$ 105,896.00		
		Administrative Costs \$2000				
		Programmer with Fringe Benefits \$ 48100				
		8 Training Courses for New Users \$5000				
		Advanced Communication Newsletter, Website \$ 1000				
		4 Statewide Workshops & Training Programs \$ 7600				
		Consultants \$ 13000				
		3 Advisory/Technical Committee \$ 1000				
		Project Equipment \$ 6500				
		General Operations/Travel \$ 8000				
		8% Indirect Costs \$ 6696				
		Replacement of Lab Equipment \$7000				
		SAFE COMMUNITIES	\$ 278,919.18	\$ 278,919.18	\$ -	\$ -
01-SA-09-1	MDHS	Coordination (Program Management)	\$ 15,000.00	\$ 15,000.00		
01-SA-09-2	Cape Girardeau Safe Communities	Safe Communities	\$ 74,520.00	\$ 74,520.00		
		Coordinator Salary & Benefits \$20600				
		Asst. Coordinator Salary & Benefits \$29000				
		Operating Expenses \$1000				
		Office Supplies & Equipment \$1200				
		Travel \$3000				
		Child Passenger Safety Training \$1800				
		Public Information Materials \$3000				
		Safe Kids Program \$3400				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
		Safety City Program \$3000				
		THINK First Heads Up Program \$3650				
		ENCARE \$4870				
	Cape Girardeau PD	DWI (OT) \$5000	\$ 10,100.00	\$ 10,100.00		
		Sobriety Checkpoint (OT) \$2100				
		Red Light Running (OT) \$2000				
		Equipment - 1 Radar \$1000				
	Cape Girardeau County SD	DWI (OT) \$2500	\$ 4,000.00	\$ 4,000.00		
		Speed (OT) \$1500				
	Jackson PD	DWI (OT) \$1500	\$ 3,000.00	\$ 3,000.00		
		Speed (OT) \$1500				
01-SA-09-3	Traffic Safety Alliance of the Ozarks Safe Communities	Safe Communities	\$ 51,037.18	\$ 51,037.18		
		Director Wages & Benefits \$ 18469.16				
		Asst. Director Wages and Benefits \$11118.02				
		Program Operations \$ 9950				
		Public Information/Education \$11500				
	Springfield PD	HMV (OT) \$25000	\$ 65,000.00	\$ 65,000.00		
		2 Laser Radars \$2500				
		2 In-Car Video Cameras \$ 3500				
		Public Information/Education \$4000				
		DWI (OT) \$25000				
		Sobriety Checkpoint (OT) \$5000				
01-SA-09-4	Northern Missouri Safe Communities	Personnel \$ 24222	\$ 52,262.00	\$ 52,262.00		
		Travel \$ 3000				
		Operational Costs \$ 11340				
		Educational Materials \$ 7700				
		Bicycle Safety Program - Helmets/Supplies \$ 3000				
		Child Passenger Program - Safety Seats \$ 3000				
	Moberly PD	HMV (OT) \$4000	\$ 4,000.00	\$ 4,000.00		
		ENGINEERING SERVICES AND DATA COLLECTION	\$ 365,308.00	\$ 365,308.00	\$ -	\$ -
01-RS-11-1	MDHS	Coordination (Program Management)	\$ 10,000.00	\$ 10,000.00		
01-RS-11-2	MDHS	Traffic Signing Projects	\$ 30,000.00	\$ 30,000.00		
01-RS-11-3	MDHS	Crash Countermeasure Trg (HAL)	\$ 10,000.00	\$ 10,000.00		
01-RS-11-4	MoDOT	Bridge & Traffic Program (BEAP & TEAP)	\$ 128,000.00	\$ 128,000.00		
01-RS-11-5	MoDOT	Training and Conferences	\$ 30,000.00	\$ 30,000.00		
01-RS-11-6	Mo. State Highway Patrol	STARS Maintenance	\$ 139,308.00	\$ 139,308.00		
		STARS Training \$ 4500				

MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2001 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source		
				402	402 YA	410
		Traffic Records Comm. \$ 1000				
		International Forum Traffic Records & Hwy. Info. System \$ 1100				
		Misc. Conference \$ 1000				
		Microfilmer Maintenance \$ 6450				
		Microfilm Reader/Printer Maintenance \$ 910				
		Overtime Projects \$ 20000				
		Postage \$ 6000				
		Coroner Kits \$ 3350				
		Bar Code Labels \$ 1600				
		Image Scanner Lamps \$ 3825				
		Office Supplies \$ 2000				
		Accident Templates \$ 2000				
		Accident Report Forms \$ 11160				
		Preparation Manuals \$ 125				
		Accident Report Forms Implemented 1-1-2002 \$ 11648				
		Accident Notebooks 1-1-2002 \$ 57000				
		STARS Training Video 1-1-2002 \$ 3840				
		Preparation Manuals 1-1-2002 \$ 1800				
01-RS-11-7	Mo. State Highway Patrol	SAC - Traffic Safety Compendium	\$ 18,000.00	\$ 18,000.00		
		Planned Activities For FY 2001				
		402 Approved	\$ 4,164,478.89			
		402 YA Approved	\$ 419,319.73			
		Total 402 Approved	\$ 4,583,798.62			
		410 Approved	\$ 746,200.50			
		Total FY 2001	\$ 5,329,999.12			